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GOVERNMENT OF INDIA
RAILWAY DEPARTMENT
(RAILWAY BOARD)

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Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1942-43

Volume I

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Main statistics compared for five years

I.—*All Indian railways* (*Classes I, II and III*).

Items.	1938-39. (Pre-war)	1939-40.	1940-41.	1941-42.	1942-43.
Gross earnings . . . . . (crores) Rs. .	107·15	111·50	126·36	144·69	167·88
Total Working expenses . . . (crores) Rs. .	71·18	72·20	73·19	*80·33	83·52
Operating ratio . . . . . per cent. .	66·44	64·75	57·92	55·51	51·54
Number of passenger originating . (millions) .	530·62	529·67	575·72	*623·16	622·33
Passenger miles . . . . (millions) .	18,742·79	18,522·05	19,928·62	22,020·11	24,186·07
Earnings from carriage of passengers . (crores) Rs. .	30·73	30·47	34·14	39·69	48·80
Average earnings per passenger mile . Pies .	3·15	3·16	3·29	3·46	3·87
Freight tons originating . . . (millions) .	88·36	92·18	92·78	97·00	95·25
Freight ton miles . . . . (millions) .	22,158·84	23,492·46	25,288·50	28,043·12	28,106·50
Earnings from carriage of goods . (crores) Rs. .	68·57	72·56	81·48	89·63	97·21
Average earnings per freight ton mile Pies .	5·98	5·93	6·19	6·14	6·64
Total train miles . . . . (millions) .	197·04	198·84	200·90	*205·45	176·83
Gross earnings per train mile . . Rs. .	5·40	5·64	6·33	7·10	9·61
Working expenses per train mile . Rs. .	3·58	3·65	3·66	3·93	4·94
Net earnings per train mile . . Rs. .	1·82	1·99	2·67	3·17	4·67
Net earnings per mean mile worked . Rs. .	8,619	9,427	12,746	15,578	19,814

* Revised figures.

II.—*State-owned railway systems.*

(The figures include statistics of worked lines of State-owned railways but exclude State-owned portions worked by the Jodhpur and His Exalted Highness the Nizam's State Railways).

Items.	1938-39. (Pre-war)	1939-40.	1940-41.	1941-42.	1942-43.
Gross earnings . . . . . (crores) Rs. .	99·07	103·02	117·23	134·68	155·74
Total Working expenses . . . (crores) Rs. .	66·38	67·22	68·13	75·12	80·57
Operating ratio . . . . . Per cent. .	67·00	65·25	58·12	55·78	51·73
Number of passengers originating . (millions) .	477·97	477·13	519·65	563·70	556·89
Passenger miles . . . . (millions) .	17,203·85	16,989·60	18,282·06	20,219·60	22,088·64
Earnings from carriage of passengers . (crores) Rs. .	27·89	27·65	30·99	36·21	44·51
Average earnings per passenger mile . Pies .	3·11	3·12	3·25	3·44	3·87
Freight tons originating . . . (millions) .	80·56	84·15	85·26	88·64	86·01
Freight ton miles . . . . (millions) .	21,160·56	22,397·66	24,201·63	26,821·49	26,785·35
Earnings from carriage of goods . (crores) Rs. .	63·95	67·55	76·26	84·01	90·64
Average earnings per freight ton mile Pies .	5·80	5·79	6·05	*6·01	6·50
Total train miles . . . . (millions) .	179·05	180·44	182·56	187·11	160·04
Gross earnings per train mile . . Rs. .	5·51	5·71	6·42	7·20	9·73
Working expenses per train mile . Rs. .	3·69	3·73	3·73	4·02	5·03
Net earnings per train mile . . Rs. .	1·82	1·98	2·69	3·18	4·70
Net earnings per mean mile worked . Rs. .	9,613	10,577	14,524	17,741	22,624

* Revised figures.

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INTRODUCTORY NOTE

1. The Railway Board's annual report on Indian Railways is prepared for the financial year, *i. e.*, from 1st April of one year to the 31st March of the year following.

Volume I is a narrative report dealing with the various aspects of railway working such as general administration, financial results, improvements in, and additions to, rolling stock, commercial and operating methods, recruiting, training and welfare of staff and facilities provided for the convenience of the travelling public.

Volume II contains financial and statistical summaries and statements covering the main heads of capital and revenue accounts and the complete range of railway working.

2. For the information of those who are not conversant with the value of Indian currency and the units thereof, the following details are given :—

(*a*) One *lakh* equals one hundred thousand.

(*b*) One *crore* equals one hundred lakhs.

(*c*) One *anna* equals $\frac{1}{16}$th of a rupee.

(*d*) One *pie* equals $\frac{1}{12}$th of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

3. For statistical purposes, Indian railway systems are classified as follows :—

Class I—Railways with gross earnings of not less than Rs. 50 lakhs a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs.

Class III—Railways with gross earnings of not more than Rs. 10 lakhs a year.

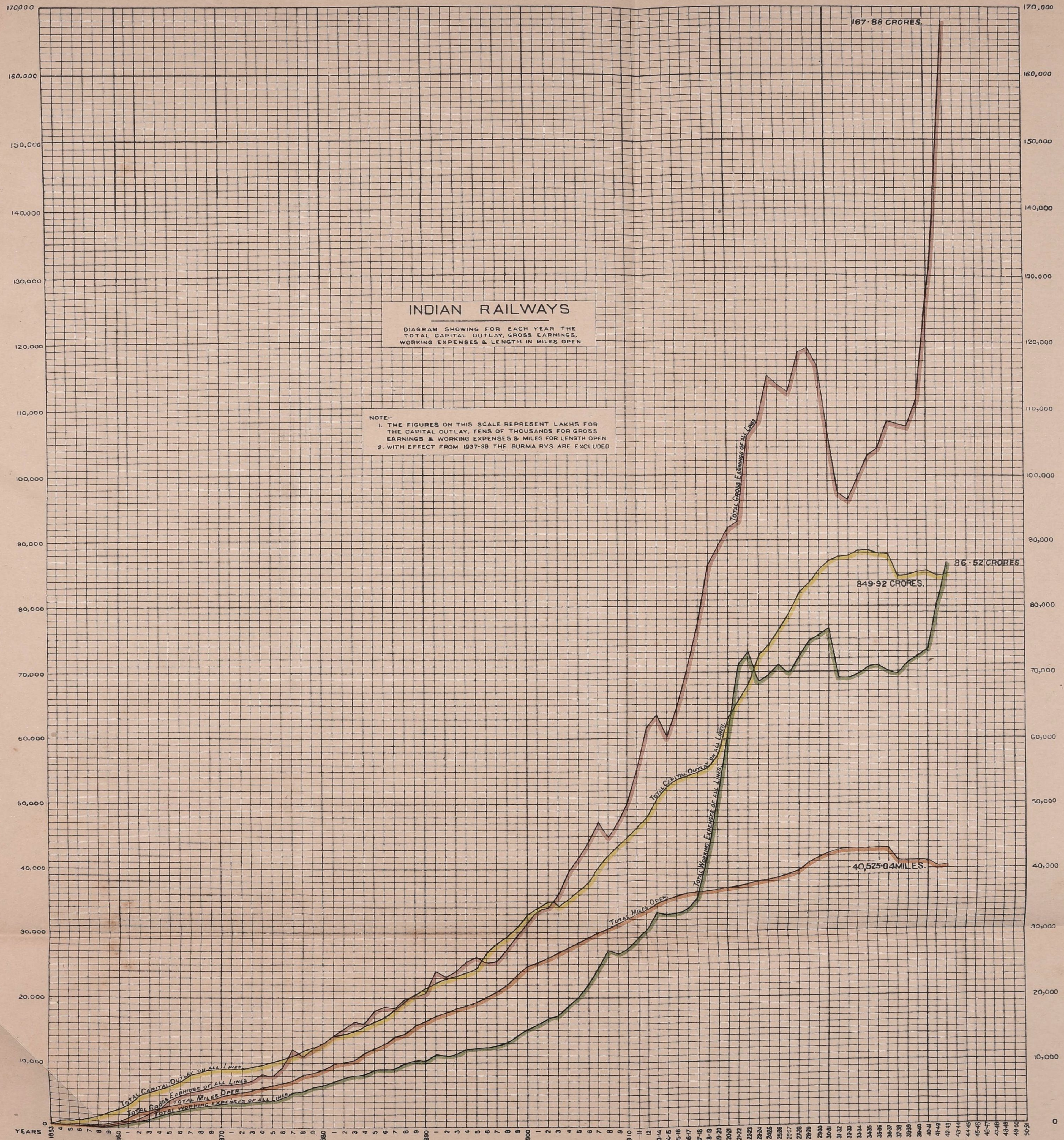
A detailed list of the railways in each class will be found in Statement 5 (pages 43 to 47) of Volume II of this Report.

4. The Bengal and North Western and the Rohilkund and Kumaon railways were purchased and brought under State-management from 1-1-1943. From the same date the two were amalgamated and the combined system named as the Oudh and Tirhut Railway.

CONTENTS

Paragraph No.		Page No.
	Introductory Note	ii
	CHAPTER I—GENERAL REVIEW	
1.	Monsoon conditions and agricultural results	1
2.	Receipts	1
3.	Railways and the Legislature	1
4.	Railway Budget	2
5.	Standing Finance Committee for Railways	2
6.	Acquisition of Company Railways by State	2
6.1.	Purchase of the Mirpurkhas Khadro Railway	2
6.2.	Purchase of the Bengal and North Western and Rohilkund and Kumaon Railways	2
6.3.	Purchase of the Guzerat Railways	2
6.4.	Purchase of the Dhond Baramati Railway	2
7.	Central Advisory Council for Railways	2
8.	Local Railway Advisory Committees	3
9.	Railway Rates Advisory Committee	3
10.	Railways and the war	3
11.	Railways and the Civil Disobedience Movement	3
12.	Air Raid Precautions on Railways	3
13.	Creation of new posts and their functions	4
13.1.	Controller of Railway Priorities	4
13.2.	Transport Advisory Officer and Controller of Coal Distribution	4
13.3.	Officer on Special Duty (A.R.P.) Railway Board	4
13.4.	Tank Wagon Controllers, Bombay and Calcutta	4
13.5.	Additional Deputy Director, Mechanical	5
13.6.	Chief Government Inspector of Railways	5
	CHAPTER II—FINANCIAL RESULTS	
	A.—Financial Results of State Railways (including worked lines)	
14.	Financial results of working	6
15.	Net traffic receipts, interest charges and surplus	6
16.	Traffic receipts	7
17.	Working expenses	7
18.	Losses and gains	7
19.	Effects of war on earnings and working expenses	7
20.	Analysis of Financial results of working	8
	B.—General Results of Working of All Indian Railways	
21.	Analysis of earnings	9
21.1.	Passenger earnings	9
21.2.	Goods earnings	9
	CHAPTER III—NEW CONSTRUCTION AND ENGINEERING WORKS	
22.	Capital Expenditure	10
23.	Mileage of Lines opened or sanctioned in 1942-43	11
24.	Surveys and Lines under construction during 1942-43	11
25.	Lines closed during 1942-43	11
26.	Engineering Works	11
26.1.	Open Line Improvements	11
26.2.	Important Works sanctioned	11
26.3.	Bridge Strengthening and Protection Programme	12
27.	Wireless Communications on Railways	12
	CHAPTER IV—TRANSPORTATION	
	A.—Operating	
28.	Volume of traffic handled	13
29.	Train miles	13
30.	Passenger trains	13
30.1.	Reduction in Passenger train services	14
30.2.	Punctuality of passenger trains	14
31.	Goods trains	14
31.1.	Goods train speeds	14
31.2.	Goods train loads	14
32.	Stock usage	15
32.1.	Engine usage	15
32.2.	Wagon usage	15
32.3.	Reduction in wagons loaded with "smalls"	16
33.	Wagon position in the pool	16
33.1.	Broad gauge wagon pool	16
33.2.	Metre gauge wagon pool	16
34.	Neutral examination of interchanged stock	16
35.	Operating—general	16
36.	Rationalisation of transport through a system of Priorities	17
37.	Transport of coal	17

Paragraph No.		Page No.
	B.—Commercial	
38.	Alterations in rates and fares	18
39.	Special efforts to secure better wagon loads	18
40.	Co-ordination of rail, road and water transport	19
41.	Closer contact with business interests	19
42.	Claims for compensation and refunds	19
43.	Mela traffic	20
	CHAPTER V—RAILWAY COLLIERIES	
44.	Output from principal Railway Collieries	21
45.	Tonnage of coal inspected	21
46.	Indian Coal Grading Board	21
47.	Coal mined in India	21
48.	Coal despatched by rail	21
49.	Coal shipped from Calcutta	21
	CHAPTER VI—ROLLING STOCK AND MATERIALS	
50.	Additions to equipment	22
50.1.	Engines	22
51.	Construction of locomotives at Ajmer	22
52.	Supply of rails and fishplates from indigenous sources	22
53.	Value of railway materials purchased	22
53.1.	Purchase of wooden sleepers	22
54.	In-take of indigenous goods	23
55.	Value of Stores purchased through the Supply Department for State and Company-managed Railways (Class I)	23
56.	Value of Stores purchases controlled by the Railway Board	23
57.	Direct purchases by Railways	23
58.	Stores balances	23
	Central Standards Office for Railways	
59.	Civil Engineering Branch	24
59.1.	Civil Engineering Publications	24
60.	Mechanical Engineering Branch	24
61.	Specification Branch	24
62.	War Branch	24
63.	Standardisation Committees	24
64.	Research and Development	24
64.1.	Civil Engineering Branch	24
64.2.	Mechanical Research Branch	24
	CHAPTER VII—STAFF	
65.	Number of Staff	25
66.	Cost of staff	25
67.	Indianisation	26
67.1.	State-managed Railways	26
67.2.	Company-managed Railways	27
68.	Review of the progress made since 1934	27
69.	Representation of minority communities in subordinate railway services	30
70.	Creation of a Subordinate Service Commission on the North Western Railway	31
71.	Anti-corruption Organisation	31
72.	Organised Labour—All-India Railwaymen's Federation	32
73.	Grain Shops	32
74.	Dearness Allowance	32
75.	Railway Military Units (Defence of India) I. E.	32
76.	Railway Staff and the War	33
	CHAPTER VIII—AMENITIES FOR PASSENGERS	
77.	General	34
78.	Introduction of new types of third class carriages	34
79.	Measures taken to ensure security of women passengers	34
80.	Booking offices and Out-agencies	34
81.	Waiting rooms and waiting halls	34
82.	Vendors' stalls in waiting halls and on platforms	34
83.	Steps taken to make available maximum passenger accommodation in running trains	34
	APPENDICES	
	A. Convention Resolution of 1943	35
	B. Officers of the Railway Department (Railway Board) and attached offices	36
	DIAGRAM	
	Total Capital Outlay, gross earnings, working expenses and length in miles	After page *iv*.



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CHAPTER I

GENERAL REVIEW

1. Monsoon conditions and agricultural results.—The monsoon of 1942, arrived rather late but was, on the whole, one of the best and steadiest in recent years. There was abundant and well-distributed rain over most of the country during the monsoon period, the only portion which had any appreciable defect of rainfall being the Madras Presidency outside Malabar. The retreating period of the South-West Monsoon (October to December), was, however, marked by three cyclonic storms, causing floods, damage to crops and considerable destruction of life and property in the Midnapore and the 24-Parganas districts of Bengal and Balasore, Puri and Ganjam districts of Orissa. Taking the year as a whole, the rainfall was within 20 per cent. of the normal except in western parts of Central Provinces, Berar, Gujarat, western United Provinces, the Punjab, Kashmir, the North West Frontier Province, portions of Rajputana and western parts of Central India, where it was in excess of normal and in the Madras, Deccan and Southern parts of Hyderabad where it was in slight defect.

From the agricultural aspect, the season may be regarded as fairly good. The variations in the main crops are as indicated below :—

Increases—

Jute about 66 per cent. more than the preceding season's crop due to increase of 54 per cent. in acreage as compared with the preceding year.

Castor seed 62 per cent. greater than the preceding season's crop.

Sugarcane 30 per cent.
Groundnut 4 per cent.
Sesamum 12 per cent. } better than in 1941-42.

Wheat (1941-42 crop)
Rape and Mustard (1941-42 crop) } about 1 per cent. above the yield of 1940-41.

Decreases—

Rice 3 per cent. less than in 1941-42.

Cotton 26 per cent. less than in 1941-42.

Linseed (1941-42 crop) 17 per cent. less than in the preceding season.

2. Receipts.—With the continued stimulus provided by war conditions, railway earnings for the year 1942-43 soared still higher and established a new record. The gross traffic receipts of State-owned railways including worked lines amounted to Rs. 155·48 crores, as compared with Rs. 135·17 crores in the previous year, an increase of Rs. 20·31 crores. After meeting all charges including depreciation and interest on capital-at-charge, the year's working resulted in a gain of Rs. 45·07 crores. Out of this surplus Rs. 20·13 crores were placed to the credit of the general revenues of the Central Government ; Rs. 16·08 crores were credited to the depreciation reserve fund in full payment of the loan previously taken and the residue *viz.*, Rs. 8·86 crores was transferred to the Railway Reserve Fund.

On a comparison of the results of all Indian Railways with 1941-42, the number of passengers and tonnage carried showed a slight falling off. However, the total volume of traffic handled as indicated by the passenger miles and net ton miles, was greater due to traffic travelling over longer distances. The total earnings under both ' passenger ' and ' goods ' were substantially greater still, due chiefly to increased military traffic, the change in the composition of goods traffic involving a shift of the centre of gravity towards higher rated traffic, withdrawal of reduced and concessional rates and fares and increases in the bases of fares on the North Western and East Indian Railways. These large increases have occurred in spite of the reduced passenger services, the publicity campaign against unnecessary travel and a deliberate curtailment of non-essential goods traffic. The actual figures of the units referred to above, compare with the previous year as follows :—

Items.		1941-42.	1942-43.	Percentage variation.
Number of passengers carried (millions)		*623·2	622·3	—0·13
Passenger miles (millions)		*22,020	24,186	+9·84
Earnings from passengers (crores)	Rs.	39·69	48·80	+22·95
Average rate charged per passenger per mile	Pies	3·46	3·87	+11·85
Average miles a passenger was carried	Miles	35·3	38·9	+10·20
Freight tons carried (millions)		97·0	95·3	—1·75
Net ton miles (millions)		*28,043	28,107	+ 0·23
Earnings from goods carried (crores)	Rs.	89·63	97·21	+ 8·45
Average rate charged per ton per mile	Pies	6·14	6·64	+ 8·14
Average miles a ton of goods was carried	Miles	289·1	295·1	+ 2·08

*Revised figures.

3. Railways and the Legislature.—Out of a total number of 955 questions asked in both the Houses during the year, 215 or 23 per cent. were answered by the Railway Department.

In addition to these questions a bill to amend the Indian Railways Act regarding the liability of Railway Administrations in respect of accidents to trains carrying passengers was passed. Two resolutions on the subject of grievances of officials and Secretariat Assistants employed on Railways

and revision of the Convention in respect of the contribution from Railway to General Revenues were also discussed, the former was negatived and the latter adopted. A copy of the resolution adopted appears as Appendix A to this report.

4. Railway Budget.—The Railway Budget for 1943-44 after the usual scrutiny by the Standing Finance Committee for Railways was presented to both the Houses of Legislature on the 15th February 1943. The general discussion thereon took place in the Legislative Assembly on the 19th and in the Council of State on the 22nd February. The voting on demands for grants occupied two days, namely, the 23rd and 24th February.

During the general discussion on the budget, a large number of subjects came under review, the more important of them being the grievances of railway employees, policy regarding the grant of extensions of service after superannuation, Indianisation of superior services, dearness allowance to staff, rates and fares, curtailment in passenger services, supply of wagons to collieries, arrangement for the transport of foodstuffs, railways' share of the cost of Defence of India Units, recoveries made for rolling stock and permanent-way material sent overseas, replacement of dismantled lines, contribution to the Depreciation Reserve Fund, apportionment of railway surplus and the question of development of locomotive and other railway industries in India.

Of the ten motions for token cuts in the demands for grants, one was adopted, one was not put to vote, four were withdrawn and four negatived. The motions which occupied most of the time of the House related to post-war reconstruction and the recognition of railway Muslim employees unions and associations. Of these the first was withdrawn and the second negatived. Three motions, which were withdrawn, were in respect of conditions of service of railwaymen, provisions for appeals from railway employees and allotment of wagons for transport of rice to deficit areas of the Madras Presidency. The other three motions, which were negatived related to reduction in rates and fares, extensions of service sanctioned to employees and the need for fixing quotas for Muslims and other minorities in the selection grades in railway services. The motion which was adopted related to the policy of allotment and distribution of wagons and the one which was not put to vote was in respect of curtailment of passenger trains.

5. Standing Finance Committee for Railways.—The Committee met eight times during the year. They scrutinized the proposals for the Capital and Revenue expenditure to be incurred during 1943-44 and examined the demands for grants for that year prior to their being placed before the Legislative Assembly. They also examined and approved proposals for the creation of new posts and for upgrading some posts on certain Railways. They also discussed at great length the proposals for the abolition of lower gazetted service on State-managed Railways. The proposals for the purchase of the Guzerat Railways and for the restoration of the power to the General Manager, East Indian Railway to sanction works up to a limit of Rs. 1 lakh in each case, were also considered and approved by the Committee. They also approved of the advance allotment for general purposes stores sanctioned in two cases by the Railway Board in excess of the limit generally agreed to by the Committee.

6. Acquisitions of Company Railways by State.

6.1. Purchase of the Mirpurkhas Khadro Railway.—The purchase of this railway, mention of which was made in the last year's report was effected on the 31st December 1942 and the line amalgamated with the Jodhpur-Hyderabad Railway (British Section).

6.2. Purchase of the Bengal and North Western and Rohilkund and Kumaon Railways.—According to the Government's decision mentioned in the last year's report, these railways were purchased and brought under State-management with effect from the 1st January 1943. On that date, both the railways were amalgamated, the combined system being known as the Oudh and Tirhut Railway. Practically the whole staff was taken over by the State.

6.3. Purchase of the Guzerat Railways.—The Guzerat Railways, which are comprised of three narrow gauge lines, *viz.*, (*i*) Champaner-Shivrajpur Pani Light Railway (30-2/3 miles), (*ii*) Godhra-Lunavada Railway (25½ miles) and (*iii*) Nadiad Kapadvanj Railway (29 miles), are owned by the Guzerat Railways Company Ltd. These railways which are worked by the Bombay, Baroda and Central India Railway for actual cost plus certain other charges for supervision and audit etc., are rebate-aided. The Government have the option to purchase them on the 31st March 1944. As the purchase is financially justified, the Government have exercised the option and given the required notice to the Company. On purchase the lines will continue to be worked by the Bombay, Baroda and Central India Railway Administration.

6.4. Purchase of the Dhond Baramati Railway.—This railway, a narrow gauge line, 27½ miles in length, is owned by the Dhond Baramati Railway Company Ltd. It is worked by the Great Indian Peninsula Railway for 45% of gross earnings, and is rebate-aided. The Government have the option to purchase the line, on the 30th September 1944. As the purchase is financially justified, Government have exercised the option and given the required notice to the Company. On purchase the line will continue to be worked by the Great Indian Peninsula Railway.

7. Central Advisory Council for Railways.—Two meetings of the Central Advisory Council for Railways were held during the year. The following subjects were discussed :—

(*i*) Nomination of members of the Central Advisory Council for Railways to the Local Railway Advisory Committees,

(*ii*) Discontinuance of printed quarterly Summaries of the proceedings of Local Railway Advisory Committee meetings, and

(*iii*) Dismantlement of branch lines for war purposes.

8. Local Railway Advisory Committees.—Although owing to altered conditions on account of the war railway officials were very hard pressed for time, the discussions with the Local Advisory Committees continued during the year under review. Sixty-eight meetings were held during the year as compared with seventy-seven during the last year. Special sub-committees on certain railways also met from time to time to examine time-table proposals.

Among the important subjects of general interest discussed at these meetings, the following may be mentioned :—

(*i*) Improvement in train services and train timings ;

(*ii*) Catering contracts—Periodical revision of rates and inspection by railway doctors of foodstuffs offered for sale to the travelling public ;

(*iii*) Passengers travelling without tickets ;

(*iv*) Shortage of wagons ;

(*v*) Arrangements for the supply of drinking water during the hot weather ; and

(*vi*) Overcrowding.

9. Railway Rates Advisory Committee.—Khwaja Sir Mohamed Noor continued as President and Diwan Bahadur P. C. Bose as Railway Member and Secretary of the Committee.

10. Railways and the War.—With the advent of the Japanese on the North-East Frontier of India, the role played by railways in the war effort changed. From a Department which had previously been in a position to assist other Departments with men, munitions, supplies, etc., the Railway Department became one which required to concentrate all its resources on the provision of transportation for operational needs. A certain number of officers had to be recalled from military service and from service in other Departments of the Government of India, and wherever it was found that munitions work in any way affected the normal functions of repair and maintenance of railways, the munitions work was discontinued. It was arranged to withdraw from the Supply Department one of the railway workshops which had previously been placed at its disposal for munitions production. Despite this there still remained surplus capacity in railway workshops and at the end of the year over 20,000 railway employees were engaged solely on munitions production. A scheme for militarisation of certain railways in the East and South of India was put into force and a large number of railwaymen appeared in *khaki*. The Railway Priorities Organisation under the War Transport Department expanded, and with the appointment of Regional Controllers of Railway Priorities at Calcutta, Bombay, Madras and Lahore, the civil traffic on railways was controlled to an increasing extent in the interest of the war effort. In August the leaders of the Indian National Congress were placed under arrest and within a few days of the arrest, railways formed one of the main objects of attack in the disturbances that followed. India had its first air raids during the year, but no serious damage was done to railways. The railways had also to cope with considerable evacuation of the civil population in certain areas, particularly the Calcutta area, as a result of these raids.

11. Railways and the Civil Disobedience Movement.—Instances of sabotage on railways commenced on the 11th August and were of the same nature on every railway. Station buildings were burnt, telephone and telegraph lines were cut, block instruments and signalling apparatus were destroyed or damaged, and track was tampered with. All railways were affected, but the maximum destruction was done on the East Indian and the Bengal & North Western Railways. Considerable damage was done on the Bengal & Assam and on the Madras & Southern Mahratta Railways. In some cases passenger trains were set on fire, goods wagons were looted and a number of derailments took place. On the Bengal & North Western Railway in Bihar, practically every station was damaged. Between the 11th of August and the 30th of September 276 stations were attacked and damaged and there had been 45 derailments. By the end of the year, these figures stood at 328 and 63 respectively. Damage to railway property amounted to over half a crore of rupees. This excludes the cost of goods damaged or looted in transit. Although the majority of derailments did not cause loss of life, there were four serious accidents—the derailment of the Down Peshawar Express near Chalisgaon (G. I. P. Railway) in October resulting in the death of 12 passengers and injuries to 30 ; in November the derailment of 5 Up Surma Mail near Akhaura (B. & A. Railway) resulting in 9 passengers being killed and 40 injured, and the derailment of a troop special near Gauhati (B. & A. Railway) when 6 were killed and 42 injured and in January the derailment of a passenger train near Tinsukia (B. & A. Railway) resulting in 8 deaths and injuries to 23 passengers. Traffic was seriously affected throughout India. On certain sections daylight running only was possible for a considerable period after the start of the disturbances. On the Broad Gauge the daily loading of wagons dropped from 11,600 a day to 9,700 and it was not until the 30th of September that wagon loading again reached the figure of 11,600. Coal traffic was affected and this necessitated a reduction in passenger train services all over India. Essential foodstuffs were given the highest degree of priority of movement and there was no serious breakdown in supplies of essential commodities other than sugar. The damage on the Bengal & North. Western Railway caused a considerable curtailment of sugar traffic resulting in shortages in other parts of India. Instances of sabotage continued up to the end of the year but greatly decreased in the later months and by March only isolated cases of wire cutting and tampering with track were reported. Railway staff remained at their posts loyally throughout the disturbances despite conditions of great difficulty, and often danger. One George Medal and 32 " Commendations " for brave conduct in the face of danger were awarded to railwaymen.

12. Air Raid Precautions on Railways.—To enable the Air Raid Precautions Services of Railways to be organised on a satisfactory basis, the Railway Air Raid Precautions Services Ordinance

was promulgated by the Central Government. A specification of lighting restrictions on Railways was also issued. Air Raid precautions measures on railways, particularly in the areas most threatened, are in a state of preparedness. During actual air raids, the Air Raid Precautions Services have functioned satisfactorily. Structural protection of most of the important railway installations in these areas has been completed. Instructional staff has been trained at the special Civil Defence Schools, and all other personnel given necessary training and equipment.

13. Creation of new posts and their functions.—The progress of war brought in its train manifold problems for the railways. To solve these and to cope with the exigencies of the changed conditions a number of new posts were created. A brief mention of these along with their functions is given below :—

13.1. Controller of Railway Priorities.—In order to cope with the heavy and often conflicting demands for transport, the Railway Priorities Branch of the War Transport Department was formed in March 1942, and has since been extended. At the end of the year under review there was a Chief Controller of Railways Priorities at New Delhi and Regional Controllers of Priorities at Calcutta (2), Bombay, Mardas and Lahore. The working of the Railways Priorities Organisation is referred to in detail in paragraph 36, Chapter IV.

13.2. Transport Advisory Officer and Controller of Coal Distribution.—To meet the increasing difficulties experienced in finding transport for the supply of coal it was found necessary to set up an organisation to plan and regulate the distribution of coal in a manner calculated to serve the best interests of the country as a whole. With this end in view the Government of India appointed the Transport Advisory Officer to be the 'Controller of ' Coal Distribution with powers to—

(*i*) determine the order of priority in which coal quotas for the various purposes including shipment coal, naval coal, locomotive coal for Railways, coal for Government requirements and requirements of public utility concerns, were to be moved, and

(*ii*) control the allotment of wagons for coal transport.

Consumers who wanted special priority for any reason had to approach the Controller of Coal Distribution, who, if the demands were acceptable, programmed the supplies and provided the necessary transport. This system of rationalised distribution of fuel enabled supplies to the essential services being maintained and also helped to minimise local shortages.

The Controller of Coal Distribution was responsible to the Department of War Transport for the actual distribution of coal and to the Railway Board for the transport and supply of wagons.

13.3. Officer on Special Duty (A. R. P.) Railway Board.—In order to ensure that Railways take adequate A. R. P. measures and in order to initiate necessary A. R. P. measures where such measures had not already been taken, a post of an Officer on Special Duty was created in the Railway Board's Office in June 1941. The following duties were assigned to that Officer :—

(*a*) To advise railways regarding the preparation of, and if necessary to initiate, schemes for A. R. P. work on railways under the following heads :—

(1) Maintenance of communications,

(2) Structural protection of vital buildings, *e.g.*, Control offices, Signal cabins, etc.,

(3) Protection of vital plant in railway workshops, power houses, etc.,

(4) Protection of staff,

(5) Lighting restrictions,

(6) Fire fighting, and

(7) Rescue and first-aid work ;

(*b*) To examine and keep in touch with A. R. P. schemes submitted and those being carried out on railways, suggesting modifications, if necessary ;

(*c*) To prepare general specifications for A. R. P. work on railways ;

(*d*) To co-ordinate the requirements of railways for all items of A. R. P. equipment ;

(*e*) To advise railways regarding the training of A. R. P. staff ;

(*f*) To act as liaison officer for A. R. P. matters between the Railway Department and other Departments of the Govermnent of India ;

(*g*) To attend the weekly meetings of the A. R. P. Board ; and

(*h*) To examine estimates of expenditure on A. R. P. schemes submitted by Railways.

13.4. Tank Wagon Controllers, Bombay and Calcutta.—Due to the loss of Burma Oilfields, the denial of tankers to East Coast ports and the heavy demands for petroleum products throughout India, a very considerable strain was thrown on the tank wagon fleet. In order to make the best possible use of the tank wagons available it was essential that their turn-round should be reduced to the minimum and their movements most carefully watched. Accordingly in July 1942 a Tank Wagon Controller was appointed under the Railway Board with headquarters at Bombay, with the task of controlling, to the best advantage, the usage of the tank-wagon fleet. Developments, however, soon showed that it was not possible for the Tank Wagon Controller, Bombay, to exercise a sufficiently close control over the movement of tank-wagons in the Bengal and Assam Area and consequently an additional Tank Wagon Controller was appointed with headquarters at Calcutta with effect from December, 1942.

13.5. Additional Deputy Director, Mechanical.—From June 1942, an additional post of Deputy Director was created in the Railway Board's Office to co-ordinate and develop Railway Workshops' capacities for manufacture of bolts, nuts and rivets.

13.6. Chief Government Inspector of Railways.—A revision of the system under which the inspection of railways on the part of Government and enquiries into accidents were carried out by railway officers who were liable to revert to the railways from which they were drawn and were administratively subordinate to the Railway Board was contemplated in Section 181 (3) of the Government of India Act 1935. This was also advocated by the Pacific Locomotive Committee and in the Central Legislature.

Accordingly, with the sanction of the Secretary of State, a separate Railway Inspectorate, under a Chief Inspector responsible to the Government of India in the Communications Department (later Posts and Air Department), was established in May 1941. The Inspectorate is now separate and independent of the Railway Board and of any Railway Administration. The Chief Government Inspector controls the organisation and functions as the Principal Technical Adviser to Government in matters with which the Inspectorate is concerned. There are five circles of Inspection, two at Calcutta and one each at Bangalore, Lahore and Bombay. Each is in charge of a Government Inspector of Railways.

CHAPTER II

FINANCIAL RESULTS

A—Financial Results of State Railways (including worked lines).

14. **Financial results of working.**—The gross receipts of railways were Rs. 155·48 crores in 1942-43 against Rs. 135·17 crores in 1941-42, an increase of Rs. 20·31 crores. The increase was both under goods and coaching.

The ordinary working expenses amounted to Rs. 68·98 crores against Rs. 63·54 crores in the previous year, or Rs. 5·44 crores more. The amount set apart from revenue for depreciation was Rs. 12·58 crores against Rs. 12·68 crores in 1941-42 or Rs. 10 lakhs less. The operating ratio, that is, the ratio of working expenses (ncluding appropriat on to the deprec ation reserve fund) to gross earnings was 51·59 per cent. against 55·65 per cent. in the previous year.

Miscellaneous transactions during 1942-43 resulted in a net receipt of Rs. 1·89 crores against Rs. ·90 crores in 1941-42. Payments to worked lines as their share of earnings amounted to Rs. 2·70 crores against Rs. 3·33 crores in the previous year, or Rs. 63 lakhs less.

The net revenue was Rs. 73·11 crores against Rs. 56·52 crores in 1941-42 or Rs. 16·59 crores more.

Due to fall in the rate of interest from 4·34 per cent. to 4·09 per cent., the interest charges in 1942-43 fell to Rs. 28.04 crores from Rs. 28·44 crores in 1941-42.

Against the surplus of Rs. 28·08 crores in 1941-42 the surplus in 1942-43 was Rs. 45·07 crores. Out of this the amount of the outstanding loan taken from the Depreciation Reserve Fund, viz., Rs. 16·08 crores, and the arrears of the contribution to General Revenues, viz., Rs. 12·63 crores, were repaid during the year. Besides these the General Revenues were paid the usual contribution of the year, viz., Rs. 5·14 crores, as well as an extra-conventional amount of Rs. 2·36 crores, as approved by the Assembly in their Convention Resolution of 1943 (Appendix " A " of this Report). Thus out of the surplus of Rs. 45·07 crores the total payment to General Revenues amounted to Rs. 20·13 crores. The residue of the surplus, viz., Rs. 8·86 crores was transferred to the Railway Reserve Fund.

The appropriation to the depreciation reserve fund was Rs. 12·81 crores and the amount withdrawn for renewals was Rs. 4·96 crores resulting in a net accretion of Rs. 7·85 crores to the fund. This included Rs. 23 lakhs transferred from the deposits head, " Special Renewal Suspense Account " of the late Bengal and North Western and the Rohilkund and Kumaon Railway Companies on their purchase by Government on 1st January 1943. Adding Rs. 22·38 crores paid in discharge of the loans from the fund, partly from the surplus during the year (Rs. 16·08 crores) and partly from the railway reserve fund (Rs. 6·30 crores), the balance at the credit of the fund at the end of the year was Rs. 82·08 crores.

The total works expenditure during the year under review amounted to Rs. 23·36 crores, of which Rs. 18·40 crores were under capital and Rs. 4·96 crores from the depreciation reserve fund. Of the capital expenditure Rs. 18·56 crores related to open lines and *minus* Rs. 16 lakhs to new constructions. The *minus* figure under ' New Construction ' was due to write-back adjustments between ' Open lines' (Gr. 12-D. R. F.) and ' New Constructions ' on account of abandonment of a section of the Sind Right Bank Feeders Railway. These figures do not take into account Rs. 6 crores on account of discharge of debentures of Bengal Nagpur, South Indian and Rohilkund and Kumaon Railways.

The unliquidated liabilities of railways which, at the end of last year, stood at Rs. 22·38 crores on account of loans from the depreciation fund and Rs. 12·63 crores on account of unpaid contributions to general revenues, were fully paid off during the year.

15. **Net traffic receipts, interest charges and surplus.**—The statement below compares the surplus and the percentages of net traffic receipts and interest charges to the capital-at-charge for the five years ending with 1942-43.

(In lakhs of rupees)

Year.	Net traffic receipts.	Percentage of net traffic receipts to capital-at-charge.	Interest charges.	Percentage of interest charges to capital-at-charge.	Surplus.
1938-39	30,44	4·0	29,30	3·0	1,37
1939-40	32,80	4·3	29,11	3·8	4,33
1940-41	46,29	6·1	28,68	3·8	18,46
1941-42	55,62	7·4	28,44	3·8	28,08
1942-43	**71,22**	**9·1**	**28,04**	**3·6**	**45,07**

16. Traffic Receipts.—During the year under review, there was an increase over last year under all the heads of traffic receipts as shown below :—

	(Crores of rupees.) 1941-42.	1942-43.
Passenger earnings	36·36	44·68
Other coaching earnings	10·78	15·84
Goods earnings	84·76	91·86
Sundry earnings	3·44	4·08
Suspense	—·17	—·98
Total	135·17	155·48
Less—		
Earnings of worked lines	5·99	5·28
Net traffic receipts of State-owned lines	129·18	150·20

The total increase including the earnings of worked lines was Rs. 20·31 crores, Rs. 8·32 crores under passenger traffic, Rs. 5·06 crores under other coaching traffic, Rs. 7·10 crores under goods traffic and Rs. 64 lakhs under miscellaneous. The net increase in the traffic receipts of State-owned lines was Rs. 21·02 crores.

The increase under passenger earnings was under all classes. The figures for Class I Railways are given below :—

	(In lakhs of rupees.) 1941-42.	1942-43.
First class	1,21	2,17
Second class	2,16	3,59
Intermediate class	1,90	2,64
Third class	32,91	38,52
Total	38,18	46,92

The details of traffic earnings of individual railways are given in statements No. 3 and 6, pages 40-41 and 48-50 of Volume II of this report.

17. Working expenses.—The working expenses of each railway are detailed in statements No. 3 and 7, pages 40-41 and 51-61 of Volume II of this report.

18. Losses and gains.—The statement below compares the net gain or loss on each railway with the previous year. For the purpose of calculating the gain or loss, the figures shown in the Companies' accounts have been recast to accord with the Government accounting procedure, *i.e.*, the working expenses include the appropriation to the depreciation fund and not the actual expenditure on renewals and replacements which is taken into account in the Companies' own accounts.

(In lakhs of rupees.)

Year.	B. & A.	B. B. & C. I.	E. I.	G. I. P.	N. W. (Comercial.)	N. W. (Strategic).	O. & T. R. & K.	O. & T. B. & N. W.	B. N.	M. & S. M.	S. I.
1941-42	—62	4,47	5,59	6,45	4,85	—1,33	17	49	2,42	2,07	1,28
1942-43	—98	6,92	8,76	11,21	8,92	—1,62	17	48	2,65	3,66	2,06

Note—minus figures indicate losses.

19. Effect of War on Earnings and Working Expenses.—The movement of military personnel and stores continued on a larger scale than in the preceding year. There was diversion of traffic from sea owing to shortage of coastal shipping and from road owing to petrol rationing and shortage of motor accessories while the internal movement of indigenous products increased in consequence of greater civil and military requirements and the fillip they gave to Indian industries. All these had the effect of increasing railway earnings, which also got a substantial accretion through the cancellation of concession fares, and the movement of public from certain coastal towns during periods of emergency and their return thereto when the conditions became more normal. There was, however, less traffic owing to the restrictions imposed by Government on the movement of certain commodities and on the import of others. The net result, however, was a substantial increase in earnings which were about 1,55½ crores against 1,35 crores in 1941-42.

The working expenses also increased from 63½ crores in 1941-42 to 69 crores in the year under review. The increase was mainly due to the enhancement in the scope and the rates of dearness allowance, militarisation of railway personnel on certain railways, increased repairs, rise in the prices of materials and war emergency measures including air raid precautions.

20. Analysis of Financial results of working.—An analysis of the financial results of the working of the railways owned by the State is given in the following statement for 1941-42 and 1942-43 :—

(Figures in thousands of rupees.)

Railways.	Capital at charge.	Deduct amount of capital contri-buted by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Deprecia-tion.	Payments to worked lines.	Net Receipts.	Percentage of Net Receipts on capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS. Payments on account of share of Surplus Profits.	CHARGE AGAINST NET REVENUE RECEIPTS. Interest charges.	Gain.	Loss.
State Lines Managed by State.												
B. & A.—												
1941-42	78,07,57	..	78,07,57	9,92,73	7,44,63	15,88	2,32,22	5·3	1,43	2,93,43	..	62,64
1942-43	**78,89,84**	..	**78,89,84**	**11,35,38**	**9,32,11**	**15,64**	**1,87,63**	**2·4**	**31**	**2,85,39**	..	**98,07**
B. B. & C. I.—												
1941-42	74,03,09	85,00	73,18,09	16,31,69	8,30,30	37,98	7,63,41	10·3	(a) 46,02	2,70,60	4,46,79	..
1942-43	**75,12,50**	**1,27,97**	**73,84,53**	**18,27,22**	**8,36,16**	**20,35**	**9,70,71**	**12·9**	**(a) 16,46**	**2,61,89**	**6,92,36**	..
E. I.—												
1941-42	1,48,51,91	..	1,48,51,91	27,13,39	15,79,80	..	11,33,59	7·6	..	5,74,69	5,58,90	..
1942-43	**1,49,59,24**	..	**1,49,59,24**	**29,39,89**	**15,01,12**	..	**14,38,77**	**9·6**	..	**5,62,63**	**8,76,14**	..
G. I. P.—												
1941-42	1,12,63,30	..	1,12,63,30	22,02,09	11,18,90	43,91	10,39,28	9·2	..	3,94,01	6,45,27	..
1942-43	**1,12,86,24**	..	**1,12,86,24**	**27,58,35**	**12,05,69**	**43,88**	**15,08,78**	**13·4**	..	**3,87,68**	**11,21,10**	..
N. W*.—												
1941-42	1,46,69,44	..	1,46,69,44	22,92,70	13,56,71	30,34	9,05,65	6·2	..	5,53,81	3,51,84	..
1942-43	**1,46,77,87**	..	**1,46,77,87**	**27,61,23**	**14,57,73**	**36,74**	**12,66,76**	**8·6**	..	**5,37,26**	**7,29,50**	..
O. & T. — B. & N. W.												
1941-42	10,46,72	..	10,46,72	4,35,67	1,88,91	1,55,42	91,34	8·7	2,36	39,56	49,42	..
1942-43	**22,72,65**	..	**22,72,65**	**4,24,05**	**2,05,45**	**1,00,00**	**1,18,60**	**5·2**	**2,73**	**67,49**	**48,38**	..
R. & K.												
1941-42	2,68,96	..	2,68,96	97,32	42,65	25,12	29,55	11·0	2,49	9,69	17,37	..
1942-43	**4,92,66**	..	**4,92,66**	**98,59**	**46,75**	**18,41**	**33,43**	**6·8**	**1,39**	**15,55**	**16,49**	..
State Lines Managed by Companies, etc.												
B. N.—												
1941-42	78,96,48	6,82,29	72,14,19	13,50,09	7,81,56	1,02	5,67,51	7·2	13,34	3,12,14	2,42,03	..
1942-43	**79,03,26**	**4,05,02**	**74,98,24**	**14,87,93**	**8,98,20**	**1,16**	**5,88,57**	**7·4**	**21,62**	**3,02,42**	**2,64,53**	..
M. & S. M.—												
1941-42	53,09,54	6,59,33	46,50,21	9,83,86	5,30,65	13,02	4,40,19	8·3	14,07	2,18,78	2,07,34	..
1942-43	**53,25,70**	**6,59,33**	**46,66,37**	**11,88,72**	**5,78,43**	**15,09**	**5,95,20**	**11·2**	**16,93**	**2,12,13**	**3,66,14**	..
S. I.—												
1941-42	45,82,07	5,64,76	40,17,31	7,26,56	4,08,21	13,68	3,04,67	6·7	13,17	1,63,90	1,27,60	..
1942-43	**45,47,92**	**2,50,73**	**42,97,19**	**8,64,13**	**4,51,82**	**23,57**	**3,88,74**	**8·5**	**24,70**	**1,57,93**	**2,06,11**	..
Other Railways—												
1941-42	3,73,52	2,45,84	1,27,68	91,47	39,61	1,55	50,31	13·5	..	13,73	36,58	..
1942-43	**3,84,08**	**—14,57**	**3,98,65**	**62,05**	**41,78**	**1,11**	**19,16**	**5·0**	..	**13,18**	**5,98**	..
Interest on Dep: and Reserve Fund Balances—												
1941-42	..	..	..	2,14,19	..	..	2,14,19	..	..	..	2,14,19	..
1942-43	..	..	..	**3,02,86**	..	..	**3,02,86**	..	..	..	**3,02,86**	..
Net Misc. Receipts and Charges not attributable to any one railway—												
1941-42	..	..	..	..	..	..	..	..	..	..	..	26,75
1942-43	..	..	..	..	..	..	..	..	..	..	..	**24,79**
Total Central												
1941-42	7,54,72,60	22,37,22	7,32,35,38	1,37,31,76	76,21,93	3,37,92	57,71,91	7·6	92,88	28,44,34	28,07,94	..
1942-43	**7,72,51,96**	**14,28,48**	**7,58,23,48**	**1,58,50,40**	**81,55,24**	**2,75,95**	**74,19,21**	**9·6**	**84,14**	**28,03,55**	**45,06,73**	..
Provincial Railways—												
1941-42	..	..	..	(b) 1	..	..	1	..	..	..	1	..
1942-43	..	..	..	**(b) 1,42**	..	..	**1,42**	..	..	..	**1,42**	..
*N. W. (Comml.)—												
1941-42	1,12,95,62	..	1,12,95,62	20,86,95	11,44,05	30,34	9,12,56	8·1	..	4,27,54	4,85,02	..
1942-43	1,13,09,20	..	1,13,09,20	25,50,86	12,07,78	36,74	13,06,34	11·5	..	4,14,61	8,91,73	..
N. W.— Non-Comml (Strategic)												
1941-42	33,73,82	..	33,73,82	2,05,75	2,12,66	..	—6,91	—0·2	..	1,26,27	..	1,33,18
1942-43	33,68,67	..	33,68,67	2,10,37	2,49,95	..	—39,58	—1·1	..	1,22,65	..	1,62,23

	1941-42	1942-43
(a) Includes payments to Jaipur Durbar . . .	12,93	16,46

(b) Represents figures on account of Subsidized Companies.

B—General results of working of all Indian Railways.

21. Analysis of earnings.—The total earnings of all railways, including those in which the Government of India have no financial interest, amounted to Rs. 167·88 crores of which Rs. 97·21 crores or 57·9 per cent. were from goods traffic, Rs. 48·80 crores or 29·1 per cent. from passenger traffic and Rs. 21·87 crores or 13 per cent. from parcels, luggage and other miscellaneuos sources of revenue.

21.1. Passenger earnings.—In comparison with 1941-42 passenger earnings on all Indian Railways increased by Rs. 9·11 crores to Rs. 48·80 crores, an increase of 23 per cent ; the number of passengers carried, however, declined by about a million—a decrease of only 0·13 per cent.—but each passenger was carried about 39 miles on an average as against only 35 miles in the previous year with the result that passenger miles increased by 2,166 millions—an increase of about 10 per cent. Some of the striking variations in passenger traffic on individual railways are indicated below :—

(Figures in lakhs.)

Railway system	Variations as compared with 1941-42.	
	Passengers carried.	Earnings.
	No.	Rs.
North Western	+10,1	+2,43
Great Indian Peninsula	+5,6	+1,04
East Indian	—2,8	+1,58

Detailed figures of the number of passengers carried, passenger miles and earnings therefrom are given in Summary X, Statements No. 12 and 36, pages 12-13, 92-99 and 227-233 respectively of volume II of this report.

21.2. Goods earnings.—The earnings from goods traffic on all railways increased by Rs. 7,57 lakhs or 8·45 per cent. as compared with 1941-42. The tonnage of goods carried, however, decreased by about 2 millions tons or about 2 per cent. but each ton was carried an average of approximately 295 miles instead of only 289 miles last year with the result that the net ton miles registered a slight increase of 63 millions or 0·23 per cent. over last year.

The increased earnings were mainly derived from military traffic, salt, petrol, jute manufactured, jawar, bajra and kerosine oil (in tins) while decreases were substantial under coal, wheat, cement, jute raw, iron and steel wrought, metallic ores, sugar, cotton raw pressed and kerosine oil in bulk.

The heaviest increase in goods traffic was registered on the North Western Railway where the tonnage carried increased by 1·5 millions—an increase of over 9·5 per cent., ton miles by 442·7 millions (12·5%) and earnings from goods carried by Rs. 1·44 crores or 11·1 per cent.

Detailed goods statistics will be found in Summary X, Statements No. 13, 29 and 36, pages 12-13, 100-111, 161-176 and 227-233 respectively of Volume II of this report.

CHAPTER III

NEW CONSTRUCTION AND ENGINEERING WORKS

22. Capital Expenditure.—At the end of March 1943, the total capital at charge on all railways, including those under construction, amounted to Rs. 849·92 crores, of which Rs. 772·52 crores was capital at charge on State-owned railways inclusive of premia paid in the purchase of Companies' lines. The remainder, Rs. 77·40* crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned railways is composed as follows :—

	£
Liability and debt incurred in purchase of railways	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	—29,284,941
Net amount outstanding	120,821,689†

	In thousands of Rupees
Direct expenditure by Government	6,11,42,53
The above sterling figure converted into rupees	1,61,09,43†
Grand Total	7,72,51,96

By far the greater portion of this amount, namely, Rs. 7,58,23,48,000 is Government capital and only 1·54th or Rs. 14,28,48,000 is owned by Companies, etc. These figures include Rs. 33,68,67,000 on account of capital expenditure to the end of March 1943, on strategic lines.

The total capital outlay on all railways during 1942-43 was Rs. 18·74 crores, of which Rs. 18·40 crores related to State-owned railways.

The distribution of the capital outlay in 1942-43 over the different State-owned lines is shown in the summary below :—

(Figures in lakhs.)

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling-stock.	Total.		
	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	25	6	31	..	31
Bombay, Baroda and Central India	1,88	—79	1,09	..	1,09
Bengal and Assam	96	—13	83	..	83
East Indian	88	4	92	..	92
Great Indian Peninsula	39	—5	34	..	34
Madras and Southern Mahratta	17	—1	16	..	16
North Western	38	—9	29	—16	13
South Indian	7	—9	—2	..	—2
Oudh & Tirhut (B & N. W.)	12,53	—28	12,25	..	12,25
„ (R & K)	2,31	—4	2,27	..	2,27
Other Indian railways	12	..	12	..	12
Total	19,94	—1,38	18,56	—16	18,40

* Includes Rs. 8,87,000 representing outlay on the Alnavar-Dandeli Railway.

† £2,575,000 and £2,000,000 representing share capital of the Great Indian Peninsula and Bombay, Baroda and Central India Railways respectively paid off during 1925-26 and 1941-42 respectively have been converted at the appropriate average rate of exchange for those years and the balance of £116,246,689 at the rate of 1*s*. 6*d*. to the rupee.

23. Mileage of Lines opened or sanctioned in 1942-43.—No new lines were sanctioned for construction. The Nokkundi-Zahidan Railway (an existing line 137·5 miles long on the 5′ 6″ gauge) was reopened to traffic on the 10th May 1942 and the narrow gauge line between Jorhat and Gosaigaon was converted into Metre gauge and extended to Donaigaon; this Metre gauge extension from Gosaigaon to Donaigaon measures 2·82 miles and was brought into use in September 1942.

24. Surveys and Lines under construction during 1942-43.—No new surveys and no new constructions were undertaken during the year. The construction of the two sections Mudkhed-Adilabad (to be constructed by H. E. H. the Nizam's State Railway) and Fatehpur-Bissau (to be constructed by the Jaipur State Railway) which was reported in previous years to have been suspended, remained suspended.

25. Lines closed during 1942-43.—During the year under review the following branch lines were dismantled in order to meet further demands for track for military works:—

(*i*) Gohana—Panipat	North Western Railway.
(*ii*) Mahmudkot—Ghazighat	North Western Railway.
(*iii*) Amnura—Chapai-Nawabganj	Bengal and Assam Railway.
(*iv*) Moranhat—Khowang	Bengal and Assam Railway.
(*v*) Burhwal—Bahramghat	East Indian Railway.

These Branches were selected having regard to their commercial value and the availability of alternative means of communication in the area. Concurrence of the Provincial Governments was obtained.

Khanai—Zardalu Section on the North Western Railway was also closed during the year.

26. Engineering Works.—The following is a list of some of the important works carried out or sanctioned during the year with a view to augmenting line capacity, improving facilities for passengers, providing additional housing for staff, strengthening the bridges, etc.—

26.1. Open Line Improvements.

	Amount.
Bengal and Assam Railway.	Rs.
Provision of 8 new crossing stations and conversion of 3 flag stations into crossing stations between Pandu and Manipur Road	2,99,170
East Indian Railway.	
Doubling of line from Gurrah Bridge to Tilhar on the Moradabad Division	9,12,611
Doubling of line from Rosa to Kahilia and from Shahjahanpur to Gurrah Bridge Block Hut	7,69,876
Remodelling Pakur Station Yard	1,57,479
North Western Railway.	
Additions and alterations to the Concourse area and main entrance to the Lahore Station building	1,61,285
South Indian Railway.	
Re-alignment of track between miles F.144/9 and F.146/8 on the Salem-Attur-Vriddhachalam Railway	2,09,460

26.2. Important works sanctioned.

Bengal and Assam Railway.	
Acquisition of 50 married type and 100 single type quarters originally constructed for Munition Workers at Saidpur	75,650
Construction of 50 married type quarters at Saidpur	1,00,915
Bombay, Baroda and Central India Railway.	
Provision of additional accommodation required in connection with the amalgamation of Loco. & Carriage & Wagon Accounts Branches at Ajmer and of furniture therefor ..	1,00,942
Providing additional gang Chawls on Bombay Division	4,63,000
Bengal Nagpur Railway.	
Provision of quarters required on the introduction of the Hours of Employment Regulations	10,13,044
Great Indian Peninsula Railway.	
Treatment of Boiler feed water on the Poona-Raichur section of the Sholapur Division ..	5,18,598
North Western Railway.	
Providing 100 units inferior and 80 units superior quarters at Kotri	2,97,260
Installation of Water softening plants on the Lahore-Karachi & Rohri-Sibi sections ..	14,51,491
Protection works near mile 300 to safeguard the line between Rohri and Sangi stations ..	1,80,000

	Amount. Rs.
South Indian Railway.	
Additions and alterations to the Central Hospital at Golden Rock	59,400
Purchase of a new X-Ray Plant for the Central Hospital at Golden Rock	16,000
Increase of storage capacity of Reservoir in Golden Rock Colony	1,57,819
Military Works.	
Provision of railway sidings, etc. to serve various military projects	29·08 lakhs

26.3. Bridge Strengthening and Protection Programme.

Bengal and Assam Railway.	
Training works with guide bunds at the Monas-Baki Basins for protection of Railway embankments and bridges	2,56,200
Bridge over Dhansiri river with main South approach at old Rangapahar	1,06,878
Reinforcement of the Raita Protection Bank, Hardinge Bridge	2,00,000
Providing Dips (or Irish Bridges) between Barpeta Road and Rangiya on the Lalmanirhat—Amingaon Section	4,73,918
Madras and Southern Mahratta Railway.	
Rebuilding certain laterite bridges	9,78,000
North Western Railway.	
Remedial measures for Advala-Eullah Bridge on the Kalabagh Bannu Section	1,66,000

27. Wireless Communications on Railways.—A scheme of wireless communications between important Railway Centres and control points all over India was drawn up to provide against a breakdown of land lines of communications. Necessary wireless equipment has been ordered and maintenance and operating personnel is under training.

CHAPTER IV

TRANSPORTATION

A.—Operating.

28. Volume of traffic handled.—The approach of the War to India's Eastern Frontier, the continued shortage of sea transport, partial evacuation of the civilian population from Calcutta and Madras, the need to carry large number of refugees from Burma, the increase in production of war materials and greater military activity increased the demands for transport well above the level of the previous year. And in spite of unexpected and unprecedented operating handicaps referred to in the succeeding paragraphs, the volume of traffic handled, both passenger and goods, during the year 1942-43 was greater than in 1941-42 and very much higher than the pre-war figures. On class I ra lways the increase in passenger miles—the best unit for measuring the passenger traffic handled—was 9·6 per cent. and that in ton miles—the best unit for measuring the freight traffic handled—was 0·23 per cent. as compared with the preceding year. It is worth mentioning here that these increases do not include the large volume of traffic moved by military special trains.

The following statement shows the amount of traffic handled and the increases recorded over the achievements of the preceding year and over the pre-war year (1938-39).

(Figures in thousands).

Particulars.	Class I Railways.				
	1938-39* (Pre-war).	1941-42.	1942-43.	Percentage increase (+) or decrease (—) as compared with 1938-39.	Percentage increase (+) or decrease (—) as compared with 1941-42.
Passenger miles	18,072,018	21,298,028	**23,342,308**	+29·2	**+9·60**
Net ton miles†	21,462,533	‡27,348,413	**27,412,625**	+27·7	**+0·23**

*Includes Bikaner State Railway for comparative purposes. †Excludes Departmental. ‡Revised figures.

29. Train miles.—This increased volume of traffic was dealt with, with considerably reduced train services.

The number of train miles run to carry the traffic referred to above was as follows :—

(Figures in thousands).

Particulars.	1938-39* (Pre-war)	1941-42.	1942-43.	Percentage variation with 1938-39.	Percentage variation with 1941-42.
Passenger (including proportion of mixed) train miles† ..	111,503	107,209	**82,885**	—25·7	**—22·7**
Goods (including proportion of mixed) train miles‡	69,172	81,111	**75,759**	+9·52	**—6·60**

*Includes Bikaner State Railway for comparative purposes.

†**Important.**—This includes the mileage of trains conveying passengers and of all other traffic booked at coaching rates, and empty mileage run by passenger and other coaching stock. It also includes mileage of electric locomotive and electric multiple unit trains as well asmilitary specials but excludes departmental.

‡Includes mileage of electric locomotive trains but excludes departmental.

As referred to in paragraph 30·1 *infra* passenger train services were considerably curtailed and passenger train miles were reduced in comparison with the previous year by 22·7 per cent. With this reduced train service the railways handled 9·6 per cent. more passenger miles than in 1941-42 by running heavier and fuller trains. The various steps taken to minimise the effect of curtailment in passenger train services are detailed in Chapter VIII, paragraph 83.

Similarly the slight increase in " net ton miles " (+0·23 %) was handled despite a reduction of 6·6 per cent. in goods train mileage mainly by increasing the average load per wagon.

Detailed figures of train miles of Class I railways are given in statements No. 17 and 32, pages 120-121, and 219-222, and those of Classes II and III railways in statement No. 37, pages 234-238 of volume II of this report.

In the paragraphs below the results of passenger and goods train services on Class I Railways are reviewed by gauges :—

30. Passenger trains.

(Figures in thousands).

Particulars.	Class I Railways.					
	Broad gauge.			Metre gauge.		
	1941-42.	1942-43.	Percentage variation with 1941-42.	1941-42	1942-43.	Percentage variation with 1941-42.
Passenger miles	14,954,643	**16,898,817**	+13·0	6,099,271	**6,167,901**	**+1·13**
Coaching vehicle miles (including proportion of mixed).	1,067,806	**905,335**	—15·2	499,562	**390,091**	**—21·9**
Passenger train miles* (including proportion of mixed).	71,590	**57,589**	—19·6	33,164	**23,242**	**—29·9**

*Important.—This includes the mileage of trains conveying passengers and of all other traffic booked at coaching rates, and empty mileage run by passenger and other coaching stock. It also includes electric multiple unit suburban trains.

On the broad gauge railways despite a 13 per cent. increase in passenger miles, coaching vehicle miles and passenger train miles decreased by 15·2 per cent. and 19·8 per cent. respectively. Similarly on the metre gauge railways passenger miles increased by 1·13 per cent. while coaching vehicle miles decreased by 21·9 per cent. and passenger train miles by 29·9 per cent.

Despite the extensive propaganda undertaken to discourage travel, there was considerable overcrowding as these figures indicate.

30.1. Reduction in Passenger Train Services.—Railways were forced to curtail public passenger train services in order to conserve power, line capacity and coal required for the movement of essential traffic, both Military and Civil. By the end of the year 1942-43, a reduction of approximately 37 per cent. in the mileage of public passenger train services was effected.

30.2. Punctuality of passanger trains.—The following table shows the percentage of passenger trains not losing time to the total number of trains run on all Class I Railways during 1942-43 as compared with 1941-42 :—

——	All trains (including electric multiple unit trains).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
Broad Gauge—					
1941-42	77·7	65·7	75·8	86·1 87·1*	71·7
1942-43	65·0	45·0	64·3	66·0 80·8*	54·4
Metre Gague—					
1941-42	80·2	66·2	84·9	93·1 89·8†	76·0
1942-43	69·2	46·5	72·9	87·8 79·3†	64·7

*Bombay, Baroda & Central India and Great Indian Peninsula Railways electric multiple unit trains.
† South Indian Railway's electric multiple unit trains.

Punctuality of passenger trains suffered chiefly due to the large number of persons travelling, the difficulties of entraining and detraining at " blacked out " platforms, the very heavy parcels traffic that had to be carried with a reduced train service and the dislocation caused by the running of large numbers of special trains.

31. Goods trains—

(Figures in thousands.)

Particulars	Class I Railways.				
	1938-39* (Pre-war).	1941-42.	1942-43.	Percentage variation with 1938-39.	Percentage variation with 1941-42.
Goods (including proportion of mixed) ton miles†—					
B. G.	18,283,959	‡23,523,159	23,799,399	+30·2	+1·17
M. G.	3,092,002	‡3,723,097	3,508,263	+13·5	—5·77
Wagon miles (including proportion of mixed)—					
B. G.	2,117,936	2,533,041	2,277,101	+7·52	—10·1
M. G.	663,822	741,984	690,291	+3·99	—6·97
Goods train miles (includng proportion of mixed)—					
B. G.	48,018	57,396	53,165	+10·7	—7·37
M. G.	19,400	21,691	20,715	+6·78	—4·50

*Includes Bikaner State Railway for comparative purposes.
†Excludes Departmental.
‡Revised figures.

On the broad gauge railways, goods ton miles increased by 1·17 per cent. in comparison with the previous year but the wagon miles dropped by 10·1 per cent. and the goods train miles by 7·37 per cent. On the metre gauge railways the freight ton miles decreased by 5·77 per cent. in comparison with the previous year and the wagon miles decreased by 6·97 per cent. and train miles by 4·50 per cent. Since the broad gauge carried nearly 86 per cent. of the total goods traffic, the heavier train loads on that gauge were of material value to the total effort. The August disturbances all over the country, the floods in the areas served by the North Western and Bengal and Assam Railways, the heavy cyclone on the East coast, utilisation of goods stock for running of military specials and reduction in available metre gauge rolling stock were some of the factors contributing to the drop in goods train miles. The year's working was also adversely affected by the unavoidable increases in shunting and auxiliary services e.g., pilot and patrol trains and light engines run in the interest of safety.

31.1. Goods train speeds.—The average speed of goods trains (steam) was somewhat lower than last year i.e., 10·4 miles per hour for broad gauge and 10·3 miles per hour for metre gauge railways. The decrease in speed was brought about by the heavy strain thrown on line capacity on some of the more important through routes and also to a degree of di organisation caused by the necessity of giving precedence over ordinary goods trains to an increasing number of military special trains. Dislocat on, for many months, to the control system on certain railways—during and after the August disturbances—and also after the October cyclone contributed towards the general reduction in the average speed of goods trains.

31.2. Goods train loads.—The handling of the increased volume of traffic with decreased train mileage referred to in paragraph 29 was achieved by substantial improvement in the net or freight loads of

goods wagons and trains. On the broad gauge railways the average net or freight load per goods train (steam) increased from 409 tons in 1941-42 to 448 tons in 1942-43. The following railways achieved marked improvements in the average net load per train, as indicated below :—

Average net or freight weight per train.

Broad gauge.	North Western.	Madras & Southern Mahratta.	East Indian.	Nizam's State.
1941-42	330	419	484	410
1942-43	425	475	529	451

Metre gauge.	Rohilkund & Kumaon.	Nizam's State.	South Indian.
1941-42	153	214	180
1942-43	173	234	191

The details of goods train speeds, loads of wagons and trains are given in statements No. 20, 23 and 24, pages 134 and 140 to 143 of Volume II of this report.

32. Stock usage.—It is a common operating and economic principle (the law of decreasing returns) that a heavy reduction in the passenger train services will react adversely on the usage of engines engaged in such services. With a less frequent service passenger engine links, of necessity, lengthen and the hours of rest at both ends of engine runs increase. And since passenger engines record the highest usage figure finally averaged to produce the combined figure of "engine miles per day per engine" etc., a reduction in the performance of one of the principal constituents of the average is bound to affect the final figure adversely. The intensive utilisation of locomotive power and the improvement of wagon usage by every possible means, however, continued to engage the special attention of all railways. In the following sub-paragraphs the stock usage results of Class I Railways during the year are briefly referred to.

***32.1.* Engine usage.**—Measured in terms of engine miles per day per engine on line (i.e., inclusive of time occupied under, repairs, etc.) the daily mileage decreased from 87 to 79 on the broad gauge and from 81 to 73 on the metre gauge when compared with the preceding year. The percentage of engines under or awaiting repairs in Mechanical and Transportation Workshops was, however, improved on the broad gauge from 16·5 per cent. in 1941-42 to 16·4 per cent. in 1942-43 and on the metre gauge from 13·6 per cent. to 13·1 per cent.

The net ton miles per goods locomotive day also decreased both in relation to the locomotives on line and the locomotives in effective use as under :—

	Net ton miles per goods locomotive day on line.	Net ton miles per goods locmotive daily in use.
Broad gauge.—		
1941-42	* 18,379	* 26,960
1942-43	17,749	26,530
Metre gauge—		
1941-42	* 8,106	* 12,382
1942-43	7,281	11,572

* Revised figures.

Details of engine usage are given in statement No. 22, pages 136 to 139 of Vol. II of this report.

***32.2.* Wagon usage.**—The statistical unit of wagon movement viz., 'wagon miles per wagon day' denoting the average number of miles run per wagon daily—both loaded and empty journeys—showed a drop from 47·0 miles in 1941-42 to 42·5 miles in 1942-43 for all the broad gauge railways combined and from 35·9 to 34·7 for the metre gauge Class I railways.

The more comprehensive unit for the purpose of gauging the work performed by a wagon is 'net ton miles per wagon day', which shows not only the number of miles run by a wagon but also the load carried by it. As a result of better loads of wagons and a reduction in empty haulage the figure of net ton miles per wagon day shows an improvement in spite of the handicaps previously stated. Figures for Class I Railways are as follows :—

	Broad gauge.		Metre gauge.	
	1941-42.	1942-43.	1941-42.	1942-43.
Net ton miles per wagon day	441	451	182	182

Both these units as at present compiled, however, understate the performance of the railways inasmuch as the wagon days in these calculations refer to the total wagon stock available on the railways although it is known that some of these wagons are rendering service on military specials.

Details of vehicle and wagon miles and their usage are given in statements No. 19 and 24, pages 130 to 133 and 142 to 143 of volume II of this report.

32.3. Reduction in wagons loaded with 'smalls'.—The necessity for reducing this traffic which is wasteful in wagon utilization was referred to in the Report for the last year. Efforts to reduce the number of wagons carrying such traffic were redoubled and a considerable reduction was achieved, thereby relieving more wagons for full loads as indicated below :—

	No. of wagons loaded with 'smalls'		Percentage reduction in comparison with 1941-42.	The No. of wagons loaded with 'smalls' expressed as a percentage of the total number of wagons loaded.	
	1941-42.	1942-43.		1941-42.	1942-43.
Broad gauge	1,040,723	615,988	—40·8	20·6	14·1
Metre gauge	563,248	377,425	—33·0	23·1	17·4

33. Wagon Position in the Pool.

33.1. Broad Gauge Wagon Pool.—The number of public service wagons (in terms of four-wheelers) in use at the end of the year was 151,784, *i.e.* 484 more than at the end of 1941-42. The total number of wagons loaded during the year was 4,376,776 being a decrease 679,808 or 13·4 per cent. as compared with the previous year.

Demands throughout the year exceeded the available wagon supply.

The number of wagons temporarily out of service on all broad gauge railways varied between 5,843 and 6,355 wagons.

33.2. Metre Gauge Wagon Pool.—The number of public traffic wagons on 31st March 1943 was 44,285, i.e., 561 less than at the end of 1941-42. The total number of wagons loaded during the year was 1,915,059 being a decrease of 174,907 or 8·4 per cent. as compared with the previous year.

Demands throughout the year exceeded the available wagon supply.

34. Neutral Examination of Interchanged Stock.—The staff working under the Director of Wagon Interchange continued to examine wagons interchanged between Railways at the following junctions :—

Agra East Bank.
Agra Cantt.
Ajni-Nagpur.
Chheoki.
East Dock Junction
Ghaziabad.
Khanalampura.
New Delhi.
Waltair.
Katihar (from 1st April 1942).

35. Operating—general.—The progress of the War, particularly events in Burma and Malaya, brought a considerable increase in the demands on railway transport. The movement of military personnel and supplies greatly increased and aerodrome and other constructions involving the movement of large tonnages by rail were pushed through at high speed. Special trains had to be run for the population moving from certain towns on the east coast owing to enemy action. Over and above this, the civil disturbances during August and September 1942 caused considerable dislocation in the working of railways with serious damage to railway property due to acts of sabotage. Notwithstanding this the railways actually handled a larger volume of traffic in the year under report than in the previous year and have continued to make steady progress in efficiency.

Some of the measures adopted with a view to increasing the efficiency of operation on the railways thus enabling them to render the maximum public service, are mentioned below :—

(*i*) programming of traffic passing over congested routes and through junctions working to capacity ;

(*ii*) elimination of non-essential traffic ;

(*iii*) establishment of a Priorities Branch in the War Transport Department. The working of this branch is detailed in the next paragraph ;

(*iv*) greater co-ordination with road and water routes. This is referred to in detail in paragraphs 36 and 40 ;

(*v*) improving line capacity and terminal facilities ;

(*vi*) securing the maximum loads for wagons and paying greater attention to the quick turn round of stock. The appointment of Movement Inspectors and Wagon Checkers and of the system loading and unloading on Sundays and in some cases at night helped to achieve these objects ;

(*vii*) constant meetings between the Railway Board and the General Managers of Class I Railways to review the power and wagon stock position ;

(*viii*) setting up a special organization to ensure the most efficient use of the available stock of tank wagons ;

(*ix*) revising passenger train time tables to provide for heavier and of necessity slower trains to make the maximum travelling accommodation available to the public. This item is referred to in greater detail in paragraph 83, chapter VIII ; and

(x) introduction of a new technique which came to be known as "Omnibus loading". The procedure varied on different railways but the general lines are as follows. Merchants at stations on a section over which it is known that returning empties will be passing, are given two or three days' notice. They collect their consignments on the station platform and assist loading with their own labour. The time allowed for loading is previously notified to each station.

Other measures such as running of through trains for the longest distances possible and adoption of shortest rail routes regardless of the financial interests of individual railways, were further actively pursued.

36. Rationalisation of Transport Through a System of Priorities.—As mentioned in paragraph 13.1, Chapter I, the Railway Priorities Branch of the War Transport Department was formed in March 1942, to cope with the heavy and often conflicting demands for transport.

The functions of the Priorities Branch of the War Transport Department fall under three main headings. The first of these is the expedition of urgent and essential movements according to their importance. This is done, in the case of larger movements, by the preparation of programmes and by the making, in consultation with Railways, of special arrangements. In the case of smaller movements, priority certificates are issued, which on presentation at stations of booking ensure that the consignments will be booked before consignments of lesser importance.

The next function of the Priorities Branch is the discouragement of movements which involve wasteful transport. However essential a requirement may be, it is frequently found that the movements involved are wasteful in transport. The Priorities Branch in such cases suggests that the commodity should be obtained from a more suitable source with the object of conserving transport. With the help of the other Departments of the Government of India, considerable progress has been made in rationalising movements. In other cases, results are achieved by imposing restrictions upon movements between particular points or areas, or by particular routes. The fixing of zones, from which factories can draw their raw supplies and within which their finished articles may be distributed, has been found most useful.

In some cases, waste of transport has been checked by imposing a distance limit upon the carriage of certain materials. Such materials can in no case be carried for distances in excess of this limit without the express sanction of a Priority Officer.

The third function of the Priorities Branch is the co-ordination of rail traffic with the other forms of transport. In eastern India, the control of river steamers on the Ganges and the Brahmaputra has been vested in the Regional Priorities Committee at Calcutta and the steamers and railways are working, to all intents and purposes, as one transport system.

Considerable progress has also been made in diverting traffic to coastal craft, both steamers and country-craft. Country-craft on the west coast, and to some extent on the east coast, of India have been organised under a branch of the War Transport Department. Coastal traffic by steamers has also recently been brought under control, in order to ensure that preference is given to the most essential traffic. The Railway Priorities Branch maintains very close touch with the Controllers of the country craft and steamers. In a large number of cases, traffic by rail between certain areas is prohibited and is forced to use the sea route in order to relieve the strain on rail transport.

Wherever there are suitable roads and transport facilities, traffic is also diverted to them. The chief methods of accomplishing this have been by closing a large number of small railway stations for the booking of goods, and by prohibiting the carriage of goods for short distances by rail. These methods have considerably helped railways not only by relieving them of traffic, but also by concentrating the traffic at fewer stations and thereby making operations easier. Every effort is also made in close contact with the Road Transport Branch of the War Transport Department to ensure that convoys of road vehicles moving either for civil or military purposes carry useful loads.

In all these activities, the Railway Priorities Branch, both at the Centre and in the Regions, is assisted by the advice and help of other Departments and Governments. At the Centre there is the Central Priorities Committee, composed of senior representatives of the Departments of the Government of India, and it also includes a representative of the Ministry of War Transport and of the American War Shipping Administration. In Calcutta, there is a Regional Priorities Committee under the chairmanship of Sir Thomas Elderton, (Chairman, Calcutta Port Commissioners) which, as already mentioned, controls both rail and river services and, in particular, makes all arrangements for the movement of both military and civil traffic in Assam and Eastern Bengal. In all the Regions, there are Railway Priority Panels consisting of the local representatives of the Departments of the Central Government and of representatives of the local Governments, who assist the Regional Controller with their advice and help in the preparation of programmes of movements and the issue of priority certificates.

The individual railway administrations have also classified the various commodities moving on their system in "priority schedules", varying in number on the different railways according to the requirements determined by the needs—military and civil—that they fulfil. Thus the supply of wagons which was always short of the total requirements could easily be controlled and allotments made for the movement of commodities most essential to the war effort and civilian needs.

37. Transport of Coal.—The transport and distribution of coal assumed considerable importance during the year. The general strain on transport on account of military and general goods resulted in

a drop in the flow of empties for coal loading into the Bengal and Bihar fields. This unfortunately coincided with a serious drop in raisings of coal from fields other than Bengal and Bihar, resulting in the transfer of a large number of orders to the Bengal and Bihar fields, thereby accentuating the transport position. The political disturbances in August 1942, followed by the cyclone in October 1942, which seriously affected portions of the Bengal Nagpur Railway had also their repercussions on coal despatches to the railways and industries situated in certain parts of the country whose normal supplies had been interrupted, and, when the communications were resumed, special assistance had to be given to these areas, resulting in a further strain on the resources of the railway. The cumulative effect of these factors was that, throughout the year 1942-43, supplies of wagons in the Bengal and Bihar coalfields did not come up to the demands from the industries and the general requirements of the country on their increased bases under war conditions.

The control on the distribution of coal continued to function through the agency of the Controller of Coal Distribution. But as time went on, the need was felt for a further intensification of the control, and, with effect from the 1st January 1943, the supply of wagons previously made under " public ", which authorised a colliery to despatch a limited number of wagons to any consignee and any destination within certain general restrictions, was changed, and all coal bookings from the collieries to all consignees and destinations were brought under the control of the Controller of Coal Distribution. After the 1st January 1943, collieries could only despatch against sanctioned programmes and to approved consignees.

B.—Commercial.

38. **Alterations in Rates and Fares.**—The general policy adopted last year of discouraging public traffic in order to make room for the transport of military traffic and other essential supplies was continued.

There were further withdrawals of reduced rates and fares quoted for goods, parcels and passenger traffic in competition with rival transport services or for developing traffic. The following important changes introduced during the year may be mentioned :—

(*i*) Ordinary return tickets which were issued for the upper classes over the Bengal and Assam, the Bengal Nagpur, the East Indian, H. E. H. the Nizam's State, the North Western and the Oudh and Tirhut Railways were withdrawn.

(*ii*) The bases of passenger fares applicable over the East Indian, the North Western and the Mysore State Railways were slightly enhanced.

(*iii*) The bases of intermediate and third class fares over the Assam Bengal zone of the Bengal and Assam Railway were also slightly increased.

(*iv*) With effect from 1st May 1942 the " increased charge " on luggage and parcels traffic was enhanced from *two* annas to *four* annas per rupee on total freight, to discourage traffic.

(*v*) With a view to curtail parcels traffic which had assumed abnormal proportions the following steps were taken :—

(*a*) the booking as parcels of a number of commodities such as piece-goods, grain, sugar, etc., which are ordinarily carried by goods train was prohibited ;

(*b*) the weight of a single package of parcel or luggage was limited to *three* maunds ;

(*c*) the following maximum weights of luggage per passenger (including the free allowance) were fixed :—

First class	6 maunds.
Second class	4 ,,
Inter. class	3 ,,
Third class	2½ ,,

and (*d*) quarter parcels rates for returned empties were withdrawn and replaced by half parcels rates.

39. **Special Efforts to Secure Better Wagon Loads.**—With the limitations of line and stock capacity the railways had to explore other methods to meet the increased demands on transport and one method adopted was to secure the maximum possible load for every wagon used. The success achieved by railways in this respect can be gauged by the fact that the average load per wagon on the broad gauge increased by as much as 20% over the pre-war figure. Further control on the booking of ' smalls ' was introduced as this traffic is wasteful in wagon space. The reduction achieved in this direction is referred to in paragraph 32·3. Statistics of wagons loaded under priority certificates, military credit notes, etc., were separately maintained and military depots were asked to submit periodical reports of the number of wagons and tons loaded in these depots. Railways were instructed to keep a strict watch on the loadings in these depots to prevent wasteful use of wagon capacity.

The policy of enhancing the minimum weight conditions applicable to the principal commodities moving at reduced rates, or attaching such weight conditions where none applied previously, which was initiated last year, was adopted by all the Railways during the year under review. Similarly, the total exemption from the increased charge, allowed to consignments of grains and pulses, was made in-applicable over all railways for consignments of these commodities in less than full wagon loads.

Some of the other measures undertaken to achieve this end are mentioned below :—

(*i*) introduction of a nominated system of loading at selected large stations where traffic in ' smalls ' to specific points and over specific routes is regular and sufficient to give full wagon loads at intervals of 3 or 4 days but not every day. In such cases booking of ' smalls ' is open only on certain stated days so that full wagon loads could be obtained ;

(ii) closing of small stations for the booking of goods traffic in order to reduce the number of points at which consignments would be offered with a view to obtaining better loads at stations which remain open ;

(iii) running collecting road van trains on certain days of the week instead of every day and booking consignments of ' smalls ' only on those days ;

(iv) withholding the loading and despatch of consignments of less than a full wagon load for a longer period in order to secure full wagon loads to the same destination ;

(v) enhancement of the minimum weight for charge for coal. Previously this minimum weight was 2 tons less than the marked carrying capacity of the wagon used. This was raised to 1 ton less than the marked carrying capacity and for collieries with their own weigh bridges, the full carrying capacity of the wagon was made the weight for charge ;

(vi) enhancement of the minimum weight condition attached to the schedule and special rates for " Iron or Steel, Divisions A, B and C " in all cases to the carrying capacity of the wagon used ;

and (vii) extending lump sum rates on a floor area basis to additional commodities.

40. Co-ordination of Rail, Road and Water Transport.—In order to reduce pressure on rail transport, railways continued to make every effort during the year under review to encourage traffic to move by other modes of transport. Brief particulars of the measures taken by certain railways in this respect are given below :—

Madras and Southern Mahratta Railway.—The booking of goods by rail for distances short of 25 miles was stopped wherever road facilities existed.

Bengal and Assam Railway.—Goods traffic was diverted as far as possible to the river services by opening new routes and by restricting the railway routes in many cases. A large number of special rates for various commodities and all the special rates for salt, tobacco and grains, pulses and seeds, common, and also the adjusted class rates over the Assam Bengal Zone quoted in competition with river and road services or to develop traffic were cancelled. Restrictions were also imposed on the booking of short distance traffic in the Calcutta area and also on certain uneconomical long distance traffic.

Oudh and Tirhut Railway.—Through booking arrangements were introduced with the India; General Navigation and Railway Co., Ltd. *via* Paleza Ghat and *via* Semaria Ghat for traffic to Bengal and Assam.

Jodhpur Railway.—Special rates quoted in competition with road transport have been withdrawn to encourage such traffic being carried by road.

Great Indian Peninsula Railway.—81 stations were closed for goods booking and with certain exceptions goods traffic in local booking, involving a haulage of 40 miles or less, was not accepted.

Bengal-Nagpur Railway.—(*i*) The third class reduced fares introduced over the Narrow Gauge system in competition with road services were cancelled ;

(*ii*) Certain special goods rates quoted in competition with road transport were cancelled ;

and (*iii*) Short distance traffic for distances of 40 miles or less was not accepted by rail over sections where there was a parallel road, over which the traffic could be moved.

41. Closer contact with business interests.—Railways continued to maintain close contact with business interests. At several important centres informal meetings were held with representatives of Chambers of Commerce, Trade Associations and other commercial bodies. The subjects discussed varied and included such questions as freight charges, wagon supply, reservation of accommodation, facilities for cane traffic, delay in settlement of claims, restrictions in booking goods for certain stations on the Bengal and Assam Railway, etc.

42. Claims for Compensation and refunds.—There was very heavy increase in the number of claims received during the year entailing payments of increased amounts. In addition to the usual causes, the sabotage during civil disturbances and the abnormal conditions incidental to war time working, the black outs, inferior packing and particularly the rise in prices making thieving more remunerative, lead to the rise in claims. Additional staff for their disposal was engaged by all the railways, but the average time taken in the disposal of a claim increased considerably. This was partly due to destruction of goods records in Railway Clearing Accounts Office and at several stations by saboteurs and partly to the inexperience of the new staff. The shifting of claims offices from Calcutta and Madras and their return later on, also affected the disposal of claims on the Railways concerned. Thus the year closed with heavy outstanding balances on different railways. The following are some of the details by railways :—

Item No.	Particulars.	B. & A.	B. & N. W.	B. N.	B. B. & C. I.	E. I.	G. I. P.	Jodhpur.	M. & S. M.	Mysore.	N. S.	N. W.	R. & K.	S. I.
1	Number of cases involving compensation for goods or parcels lost, damaged, or delayed carried over as unsettled at the close of preceding year ..	3,033	443	3,467	2,461	1,669	2,045	924	1,230	1,093	460	3,817	265	2,179
2	Number of claims received (and re-opened) for compensation on account of goods or parcels lost, damaged, or delayed during the current year ..	11,032	6,210	14,162	18,017	24,458	19,634	4,289	11,274	5,238	2,470	34,356	1,390	12,158
3	Balance outstanding as unsettled at the close of the year	5,870	1,705	7,542	4,856	4,198	7,652	1,308	3,850	3,056	1,349	11,955	820	2,641
4	Average time taken in settlement of claims (Days)	93	126	70	57	39	57	61	97	162	87	44	128	76

43. Mela Traffic.—In order to conserve resources for the more essential demands, the Central Government, with the concurrence of the Provincial Governments concerned, issued prohibitory orders stopping the sale of tickets by rail to passengers or pilgrims intending to take part in some of the larger melas and fairs such as the Kartiki Mela at Garhmukhtesar, the Kartiki Purnima Mela at Sonepur, the Khwaja Urs Fair at Ajmer, etc.

CHAPTER V

RAILWAY COLLIERIES

44. The output from the principal Railway Collieries during the year 1942-43 compares with the previous year's output as follows:—

Colliery.	Owned by	Output.	
		1941-42.	1942-43
		Tons.	Tons.
1. Bhurkunda	State Railways	143,095	**129,055**
2. Kargali	Do.	793,593	**556,510**
3. Kurharbaree & Serampore ..	Do.	548,279	**430,612**
4. Joint Bokaro ..	E. I. and B. N. Railways ..	1,093,352	**951,235**
5. Joint Sawang	Do.	55,451	**50,941**
6. Jarangdih	B. B. & C. I. and M. & S. M. Railways..	77,673	**55,908**
7. Talcher	M. & S. M. Railway	220,725	**195,088**
8. Kurasia	B. B. & C. I. Railway	304,341	**343,570**
9. Argada	B. N. Railway	295,355	**241,445**
10. Deulbera	Do.	119,775	**87,931**
	Total ..	3,651,639	**3,042,295**

45. Tonnage of Coal Inspected.—The State Railways' Coal Department inspected 8,941,481 tons coal during 1942-43 as compared with 8,395,863 tons in 1941-42.

46. Indian Coal Grading Board.—The State Railways' Coal Department continued to carry out work on behalf of the Indian Coal Grading Board during the year. The amount of cargo coal shipped under the Indian Coal Grading Board to various ports during 1942 was 867,426 tons.

47. Coal Mined in India.—In 1942 the coal mined in the various provinces of British India amounted to 25,949,835 tons as against 26,088,573 tons in 1941, a decrease of 138,738 tons.

48. Coal despatched by Rail.—The quantity of coal carried by the East Indian and Bengal Nagpur Railways was as follows:—

	1941-42.	1942-43.
	Tons.	Tons.
East Indian Railway	15,509,774	13,340,477
Bengal Nagpur Railway	10,066,862	8,851,889
Total ..	25,676,636	22,192,366

49. Coal shipped from Calcutta.—Shipment, including bunker, coal from the Port of Calcutta to Indian and foreign Ports during 1942-43 amounted to 984,371 tons as compared with 2,092,504 tons in 1941-42. This includes 142,369 tons of Indian coal shipped to the Ceylon Government Railways.

CHAPTER VI

ROLLING STOCK AND MATERIALS

50. Additions to Equipment.—During the year, the following locomotives and rolling stock, including arrears brought forward from previous years were on order for broad and metre gauge railways :—

Items.	Broad Gauge.	Metre Gauge.
Locomotives	170	5
Coaching stock	538 Units.	421 Units.
Goods stock	4,114 „	1,293 „

New locomotives and rolling stock actually placed on the line during the year as additions or in replacement of condemned stocks were as under :—

Items.	Broad Gauge.	Metre Gauge.
Locomotives	..	..
Coaching stock	211 Units.	42 Units.
Goods stock	458 „	205 „

(one unit = one four-wheeler).

NOTE.—The particulars relate to all class I Railways excepting the Mysore Railway whose figures have not been received.

50.1. Engines.—The average tractive effort per engine rose from 26,118 lbs. in 1941-42 to 26,194 lbs. in 1942-43 on the broad gauge, and from 14,846 lbs. to 14,935 lbs. on the metre gauge.

51. Construction of locomotives at Ajmer.—Difficulties in the supply of material continued to cause serious delays to the orders for construction of metre gauge locomotives and light broad gauge locomotives in the metre gauge workshops of the Bombay, Baroda and Central India Railway at Ajmer.

52. Supply of Rails and Fishplates from indigenous sources.—The restrictions on the supply of steel, referred to in the last year's Report, continued to operate in the year under review. The tonnage of rails and fishplates ordered from Messrs. The Tata Iron & Steel Co. Ltd. by all railways in India during the year under review was, however, considerably greater than that ordered in 1941-42 and amounted to 52,990 tons of rails and 1,770 tons of fishplates.

53. Value of Railway materials purchased.—The value of stores purchased by class I Railways (excluding the Bikaner, Jodhpur, Mysore and H. E. H. the Nizam's State Railways which are mainly or wholly the property of Indian States) increased from Rs. 15·60 crores in 1941-42 to Rs. 18·48 crores in 1942-43. The value of 'indigenous materials' purchased increased by Rs. 300 lakhs but that of 'imported materials' declined by Rs. 12 lakhs. Considerable increases were registered under hardware stores (Rs. 95 lakhs), miscellaneous stores grouped in the statement below as "all other stores" (Rs. 156 lakhs) and electric plant and materials (Rs. 13 lakhs). The decline in the value of imported materials was mainly under rolling stock (Rs. 30 lakhs) which was, however, more than covered by an increase of Rs. 33 lakhs in the value of rolling stock of indigenous origin. A summary of the value of stores purchased is given below. The detailed figures are given in Appendix A, pages 240-243 of Volume II of this report.

Particulars.	Value of imported materials (in lakhs).			Value of indigenous materials (in lakhs).	Total purchases (in lakhs).	
	Purchased direct.	Purchased through agents in India.	Total imported materials.		1942-43.	1941-42.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A.—Bridge work and its parts, fittings and special fastenings	..	..	..	4	4	5
B.—Engineering plant and components including all hand and power machinery	..	8	8	3	11	8
C.—Workshop machinery, plant and equipment including pneumatic machinery and tools	5	17	22	4	26	20
D.—Permanent-way material and track tools ..	1	2	3	2,30	2,33	2,23
E.—Rolling Stock	11	62	73	1,16	1,89	1,86
F.—Building material, water mains, sewage system and track and yard enclosing material and signal and interlocking material, etc.	..	18	18	50	68	65
G.—Stores hardware, copper, tin and zincware, all leather, canvas and India-rubber in bulk, metals, painters' stores, timber and fuel and fuel oil, etc. ..	9	1,41	1,50	6,10	7,60	6,65
H.—Electrical and train and locomotive lighting plants and materials, etc., and telegraph and telephone equipment.	2	53	55	26	81	68
All other stores	3	1,43	1,46	3,30	4,76	3,20
Total ..	31	4,44	4,75	13,73	18,48	15,60

53.1. Purchase of wooden sleepers.—The total amount spent on wooden sleepers on Class I railways (excluding Bikaner, Jodhpur, Mysore and H. E. H. the Nizam's State railways) was Rs. 99 lakhs in 1942-43 as compared with Rs. 97 lakhs in 1941-42.

54. In-take of indigenous goods.—The comparative figures for the years 1941-42 and 1942-43 are given below : these include purchases made through the Supply Department (formerly Ind an Stores Department) and by the Railway Board.

Railways. (1)	Year. (2)	Total value of purchases (in lakhs). Stores imported direct. (3)	Imported stores purchased in India. (4)	Stores of Indian manufacture or of indigenous origin. (5)	Total. (6)	Percentage of col. 5 to col. 6. (7)
		Rs.	Rs.	Rs.	Rs.	
State-managed	1941-42	0·90	2,59·62	6,46·37	9,06·89	71·3
	1942-43	10·56	3,18·77	9,78·80	13,08·13	74·8
Company-managed*	1941-42	50·57	1,76·03	4,26·66	6,53·26	65·5
	1942-43	21·06	1,25·11	3,94·03	5,40·20	72·9
Total	1941-42	51·47	4,35·65	10,73·03	15,60·15	68·8
	1942-43	31·62	4,43·88	13,72·83	18,48·33	74·3

*Both B. & N. W. and R. & K. Rys. have been included under company-managed Railways for the purpose of comparison though both were taken over by the State from 1st January, 1943.

55. Value of Stores purchased through the Supply Department for State and Company managed Railways (class *I).—The comparative figures for the years 1941-42 and 1942-43 are :—

Railways.	Year.	Total value of stores purchased (in lakhs).	Value of Stores purchased through the Supply Department. Amount (in lakhs).	Percentage of the total value of Stores purchased.
State-managed	1941-42	9,06·89	2,80·22	30·9
	1942-43	13,08·13	5,28·14	40·4
Company-nanaged	1941-42	6,53·26	29·85	4·6
	1942-43	5,40·20	26·73	4·9
Total	1941-42	15,60·15	3,10·07	19·9
	1942-43	18,48·33	5,54·87	30·0

*Excluding the Bikaner, Jodhpur, N.S. and Mysore State railways.

In addition the Supply Department purchased on behalf of the Railway Board, Chief Mining Engineer (Railway Board), the Central Publicity Officer and the Railway Clearing Accounts Office, stores valued at Rs. 4·40 lakhs during 1942-43 as against Rs. 101·31 lakhs during 1941-42.

56. Value of Stores Purchases controlled by the Railway Board.—As in previous years, the Railway Board purchased rails, sleepers (steel, cast iron and wood) and wagons for State and Company-managed Railways and fuel and fuel-oil for State-managed Railways. Compared with 1941-42 the position is :—

Railways.	Year.	Total value of stores purchased (in lakhs).	Value of stores purchases controlled by the Ry. Board. Amount (in lakhs).	Percentage of the total value of stores purchased.
State-managed	1941-42	9,06·89	3,93·13	43·35
	1942-43	13,08·13	7,32·43	55·99
Company-managed	1941-42	6,53·26	1,28·28	19·64
	1942-43	5,40·20	1,77·03	32·77
Total	1941-42	15,60·15	5,21·41	33·42
	1942-43	18,48·33	9,09·46	49·20

The increase in the value of purchases is mainly due to more wagons having been purchased and to increased purchase of fuel and fuel oil as also to the general increase in prices.

57. Direct purchases by Railways.—The value of direct purchases made by Railways during 1942 43 amounted to about Rs. 384 lakhs, compared with Rs. 729 lakhs in 1941-42, the decline being due to the fact that more purchases were made through the Supply Department than in previous years.

58. Stores Balances.—The statement below compares the total stores balances at the end of 1942-43 with those at the end of 1941-42.

(In lakhs of rupees).

Year.	B. & A.	B. N.	B. B. & C. I.	E. I.	G. I. P.	M. & S. M.	N. W. Com-. mercial	N. W. Strategic.	O. & T. B. & N. W.	O. & T. R. & K.	S. I.	Other Rys.	Total.
1941-42	1,24	1,74	98	2 26	1,71	64	2.57	32	47	8	80	9	12.90
1942-43	1,74	1,91	1,33	2,38	2,02	81	3,05	36	50	8	99	11	15,28

Central Standards Office for Railways

59. Civil Engineering Branch.—During the year under review, the more important designs issued by the Civil Engineering branch included :—

(*a*) Plate girders and way beams, additional Callender-Hamilton Unit Construction bridge material, loading and unloading ramps and lashing arrangements for the transport of tanks, simplified turnouts with stubswitches and cast steel crossings, platform and hand trucks for military requirements.

(*b*) Gathering lines layouts Broad Gauge and Metre Gauge Reinforced Concrete pipes with concentric reinforcing rings, rigid frame type foot over-bridges and signalling and interlocking fittings.

59.1. Civil Engineering Publications.—A revised edition of the Reinforced Concrete Code was printed and issued during the year.

60. Mechanical Engineering Branch.—During the year under review the more important drawing and design work undertaken included :—

(*a*) Constructional drawings for " BWX " and " MBWX " type wagons designed for transport by rail on Broad and Metre gauges of Armoured Fighting Vehicles.

(*b*) Over 100 new war drawings relating to Ambulance trains, ward cars and refrigerator cars for the use of the War Department, conversion of motor lorries to run on rails for patrol and shunting duties, and war emergency relaxations to existing Indian Railway Standard designs of locomotives and rolling stock fittings.

The normal work of the mechanical drawing office of keeping standard drawings of rolling stock up-to-date continued as far as the prior demands of war work permitted.

61. Specification Branch.—War Emergency Revisions to 13 Indian Railway Standard specifications were issued.

Particular specifications for wagons included in the Railway Board's supplementary and War Department's reserve demands were prepared.

Normal revisions of Indian Railway Standard Specifications were continued to the extent to which the prior demands of war permitted.

62. War Branch.—The Central Standards Office continued to be responsible for arrangement of supply from Indian Railways of the War Department requirements of locomotives and rolling stock for service in India and overseas. The requirements of the War Department of broad gauge and metre gauge ambulance trains, kitchen cars, ambulance cars, etc., for use in India increased and were met by conversions of existing stock.

Arrangements for the supply of spare parts for second year's maintenance of the locomotives and rolling stock sent overseas from Indian Railways were made. Plans to provide air conditioning on two ward cars on each broad and metre gauge ambulance train in service in India were worked out and the necessary equipment was ordered.

63. Standardization Committees.—Each of the Bridge, Track and Signalling and Interlocking Standards Committees met once during the year.

On account of members being preoccupied with important war work the following Standardization Committees did not meet during the year :—

Locomotive Standards Committee,

Carriage and Wagon Standards Committee,

Standing Committee on Standards and Specifications, and

Electrical Standards Committee.

64. Research and Development.

64.1. Civil Engineering Branch.—Trials of various track fittings and tools were continued.

64.2. Mechanical Research Branch.—The Dynamometer Car staff completed an experimental determination of train loads and speeds that can be handled by the available type of locomotives on the Rawalpindi Division of the North Western Railway.

Experimental work on the relationship between the proportions and efficiency of locomotive boilers was begun and was still in progress at the end of the period under review. Analytical work on the determination of the proportions of boilers and superheaters in relation to all round economy and reliability in operation was also carried out.

Owing to curtailment of travelling facilities particularly during the time of political disturbances, research work on the incidence of running shed maintenance costs was held in abeyance.

Co-ordination of metallurgical research by Central Standards Office was initiated and the Research Officer established contacts with the Chemists and Metallurgists of the principal Railways and with the Superintendent, Government Test House, Alipore. The Central Standards Office was also represented on the Metallurgists and Chemists Sub-Committee of the Indian Railways Conference Association.

CHAPTER VII

STAFF

65. Number of Staff.—The total number of employees (permanent and temporary) on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1942-43 was 826,046 as compared with 757,706 at the end of 1941-42. The total route mileage at the end of the year was 40,525. The following table shows the number of employees by communities on the 31st March 1942 and 1943. A similar statement showing details by railways is given as Appendix C-I, pages, 246-247, of Volume II of this report.

Date.	Europeans.	Indians.										Grand Total.
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.		
		Hindus other than Depressed classes.	Depressed classes.									
31st March 1942*	1,918	427,134	111,706	172,685	12,260	8,705	20,039	1,556	1,703	755,788		757,706
31st March 1943	**1,833**	**464,091**	**123,277**	**190,352**	**12,271**	**9,368**	**20,848**	**1,572**	**2,434**	**824,213**		**826,046**

NOTE.—These figures exclude staff on loan from the Indian Audit and Accounts Service.

* Revised figures due to changes made by the railway administrations in the figures published last year.

66. Cost of Staff.—The following statement shows the number and cost of all staff, gazetted and non-gazetted, permanent and temporary, open line and construction, employed on Class I Railways during the years 1941-42 and 1942-43. Contractors' labour is not included.

Railway System.	Year.	Number of staff on 31st March.							† Cost of staff during the year ending 31st March.			
		Open line.			Construction.			Gazetted Officers on loan from the Indian Audit and Accounts Service.	Gazetted Officers.	Non-gazetted employees.	Total.	Total including staff on loan from the Indian Audit and Accounts Service.
		Gazetted Officers.	Non-gazetted employees.	Total.	Gazetted Officers.	Non-gazetted employees.	Total.					
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Bengal & Assam	1942	161	76,156	76,317	..	..	..	1	28,24,172	*3,59,01,473	*3,87,25,645	*3,87,64,436
	1943	**173**	**92,610**	**92,783**	..	..	..	**1**	**28,95,186**	**4,53,58,079**	**4,82,53,265**	**4,82,89,955**
Bengal and North-Western.	1942	77	*29,085	*29,162	..	..	..	..	10,23,887	*83,73,582	*93,97,469	*93,97,469
	1943	**71**	**29,470**	**29,541**	..	..	..	..	**12,36,284**	**96,70,402**	**1,09,06,686**	**1,09,06,686**
Bikaner State	1942	15	4,697	4,712	..	15	15	..	1,90,969	14,49,673	16,40,642	16,40,642
	1943	**17**	**4,600**	**4,617**	..	..	..	..	**1,93,060**	**14,12,684**	**16,05,744**	**16,05,744**
Bengal Nagpur	1942	191	74,505	74,696	..	..	..	..	28,01,241	3,87,19,492	4,15,20,733	4,15,20,733
	1943	**193**	**81,314**	**81,507**	..	..	..	..	**30,43,794**	**4,68,28,936**	**4,98,72,730**	**4,98,72,730**
Bombay, Baroda and Central India	1942	160	69,810	69,970	..	15	15	..	26,70,310	4,13,78,668	4,40,48,978	4,40,48,978
	1943	**163**	**70,237**	**70,400**	..	**1**	**1**	..	**25,25,125**	**4,61,05,432**	**4,86,30,557**	**4,86,30,557**
East Indian	1942	238	*132,780	*133,018	..	364	364	5	45,76,402	*6,80,03,560	*7,25,79,962	*7,26,87,708
	1943	**238**	**139,257**	**139,495**	..	**708**	**708**	**3**	**47,36,501**	**7,46,97,114**	**7,94,33,615**	**7,95,47,566**
Great Indian Peninsula.	1942	*203	*95,713	*95,916	..	..	..	..	37,08,848	5,00,08,441	5,37,17,289	5,37,17,289
	1943	**210**	**117,622**	**117,832**	..	..	..	..	**38,98,020**	**7,28,07,924**	**7,67,05,944**	**7,67,05,944**
Jodhpur	1942	27	8,401	8,428	..	..	..	1	3,29,517	33,63,256	36,92,773	37,23,335
	1943	**30**	**8,555**	**8,585**	..	..	..	**1**	**3,61,335**	**36,05,173**	**39,66,508**	**39,87,282**
Madras and Southern Mahratta.	1942	142	49,388	49,530	..	..	..	..	22,00,571	2,50,68,688	2,72,69,259	2,72,69,259
	1943	**138**	**53,057**	**53,195**	..	..	..	..	**22,92,547**	**3,05,75,074**	**3,28,67,621**	**3,28,67,621**
Mysore State	1942	35	*8,041	*8,076	..	..	..	..	2,04,172	27,62,535	29,66,707	29,66,707
	1943	**37**	**7,567**	**7,604**	..	..	..	..	**2,12,992**	**27,51,408**	**29,64,400**	**29,64,400**
Nizam's State	1942	66	15,727	15,793	2	15	17	..	8,88,673	65,14,416	74,03,089	74,03,089
	1943	**68**	**16,008**	**16,076**	**1**	**15**	**16**	..	**9,00,708**	**75,46,407**	**84,47,115**	**84,47,115**

Railway System.	Year.	Number of staff on 31st March. Open line. Gazetted Officers.	Open line. Non-gazetted employees.	Open line. Total.	Construction. Gazetted Officers.	Construction. Non-gazetted employees.	Construction. Total.	Gazetted Officers on loan from the Indian Audit and Accounts Service.	† Cost of staff during the year ending 31st March. Gazetted Officers.	Non-gazetted employees.	Total.	Total including staff on loan from the Indian Audit and Accounts Service.
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs	Rs.
North Western	1942	236	*109,073	*109,309	..	7	7	4	*40,26,845	*6,09,61,107	*6,49,87,952	*6,50,66,217
	1943	248	117,184	117,432	..	3	3	4	39,31,943	6,93,31,876	7,33,13,819	7,33,84,386
Rohilkund and Kumaon.	1942	*16	*6,298	*6,314	..	..	..	..	2,05,534	*18,21,796	*20,27,330	*20,27,330
	1943	15	6,233	6,248	..	..	..	..	2,03,187	20,77,461	22,80,648	22,80,648
South Indian	1942	112	39,185	39,297	..	..	..	..	17,37,105	1,85,10,606	2,02,47,711	2,02,47,711
	1943	117	42,296	42,413	..	..	..	..	16,64,500	2,21,17,662	2,37,82,162	2,37,82,162
Railway Clearing Accounts Office.	1942	5	1,663	1,668	..	..	..	1	62,572	15,84,111	16,46,683	16,71,466
	1943	4	1,845	1,849	..	..	..	2	82,605	17,46,159	18,28,764	18,52,077
TOTAL	1942	*1,684	*720,522	*722,206	2	416	418	12	*2,74,50,818	*36,44,21,404	*39,18,72,222	*39,21,52,369
	1943	1,722	787,855	789,577	1	727	728	11	2,82,27,787	43,66,31,791	46,48,59,578	46,51,24,873

* Represents revised figures for 1941-42 due to changes made by the railway administrations in the figures published last year.

† The figures of cost represent pay, allowances, passages, provident fund contribution and gratuity.

A comparison of the figures for 1942-43 with those for the previous year shows that the total number of staff employed on the open lines of State and Company-managed Railways increased by 67,371 during the year, and the number of construction staff increased by 310 while the number of staff on loan from the Indian Audit and Accounts Service decreased by 1.

The total cost of staff including that of staff on loan from the Indian Audit and Accounts Service increased by Rs. 7,29,72,504 during the year. Increases were recorded both in the numbers and cost of staff on State-owned Railways. The general increase in numbers was due to employment of additional staff to cope with the increased traffic and the rise in cost was due to the grant of enhanced rate of dearness allowance and the payment of military compensatory and ration allowances to staff enrolled in Defence of India Military Units in certain areas.

67. Indianisation.

67.1. State-managed Railways.—(*i*) *Direct Recruitment.—Superi›r Services.*—41 appointments were made to the Superior Railway Services by direct recrı i mcm. Details are given below :—

(*i*) *Direct recruitment.*

Department.	Vacancies filled by: Europeans	Indians. Hindus. Other than Depressed classes.	Indians. Hindus. Depressed classes.	Indians. Muslims.	Indians. Anglo-Indians and Domiciled Europeans.	Indians. Sikhs.	Indians. Indian Christians.	Indians. Parsis.	Total
Engineering	..	12	..	6	1	1	1	..	21
Accounts	..	..	..	1	..	..	..	..	1
Transportation (Traffic) and Commercial.	..	10	..	3	..	..	1	..	14
Transportation (Power) and Mechanical Engineering.	..	2	..	1	..	..	1	..	4
Stores Department	..	1	..	..	..	..	..	..	1
Total	..	25	..	11	1	1	3	..	41

The non-recruitment of Europeans was due to the suspension of recruitment in the United Kingdom for the duration of the war.

(ii) Promotions.

(*a*) *Superior Services.*—Nine officers were promoted from the Lower Gazetted Service to the Superior Services during the year; of these four were Europeans three Hindus, one Anglo-Indian or Domiciled European and one Parsi.

(*b*) *Lower Gazetted Service.*—Twenty seven promotions were made to the Lower Gazetted Service in the various Departments. Of these three were Europeans and twenty four Indians. Of the latter ten were Hindus, three Muslims, eight Anglo-Indians and Domiciled Europeans, one Sikh, one Parsi and one Jew.

67.2. Company-managed Railways.—(*i*) *Direct Recruitment.—Superior Services.*—The table below gives a summary of direct recruitment made to the Superior Services on Company-managed Railways (excluding Bikaner, Jodhpur, Mysore State and His Exalted Highness the Nizam's State Railways) during the year under review.

(i) Direct recruitment.

Department.	Europeans	Indians.							
		Hindus.		Muslims	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Total.
		Other than Depressed classes.	Depressed classes.						
Administration	..	..	..	..	..	..	..	..	..
Accounts	..	1	..	..	..	..	..	..	1
Engineering	..	7	..	1	..	..	..	..	8
Transportation (Traffic) and Commercial.	1	2	..	2	..	..	..	..	4
Mechanical	..	..	..	..	..	..	..	..	..
Stores	..	..	..	..	..	..	..	..	..
Other Departments	..	1	..	..	..	..	..	..	1
Total	1	11	..	3	..	..	..	..	14

Europeans . . . 6·7% Indians . . . . 93·3%

(ii) Promotions.

Thirteen officers were promoted from lower ranks to the Superior Services during the year. These comprised three Anglo-Indians or Domiciled Europeans, seven Hindus, two Muslims, and one Indian Christian.

A detailed statement by individual railways will be found in Appendix C-V (a), pages 267 to 269, of Volume II of this report.

State and Company-managed Railways.

The over-all direct Indian recruitment to Superior Railway Services on the State and Company-managed Railways, taken together, gives percentages as follows:—

	Per cent.
Hindus	65·45
Muslims	25·45
Anglo-Indians and Domiciled Europeans	1·82
Sikhs	1·82
Indian Christians	5·46

68. Review of the progress made since 1934.—The statements on the following pages will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1934, as reflected in the relative strength of Europeans and Indians belonging to the various communities. Part I relates to superior staff and Part II to subordinate staff on scales of pay rising to Rs. 250 and over if they are on the old scales of pay, and of subordinates on scales of pay rising to Rs. 200 per mensem and over if they are on the new scales of pay.

PART I.

Statement of gazetted officers (both Superior and Lower Gazetted Service) on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (permanent and temporary) (excluding Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State, Railways) on the 31st March 1934, 31st March 1942 and 31st March 1943.

31st March 1934.

Name of Railway.	Europeans.	Indians. Hindus. Other than Depressed classes.	Indians. Hindus. Depressed classes.	Indians. Muslims.	Indians. Anglo-Indians and Domiciled Europeans.	Indians. Sikhs.	Indians. Indian Christians.	Indians. Parsis.†	Indians. Other communities.†	Indians. Total.	Total number on the Railway (column 2 plus 11).
1	2	3	4	5	6	7	8	9	10	11	12
State-managed Railways.											
Bengal & Assam	95	57	..	11	18	3	3	..	1	93	188
Bombay, Baroda and Central India	123	32	..	3	2	1	3	..	7	48	171
East Indian	174	78	..	14	34	3	2	..	2	133	307
Great Indian Peninsula	145	35	..	11	9	..	7	..	6	68	213
North Western	136	80	..	22	14	10	5	..	..	131	267
Railway Board and miscellaneous offices	38	10	..	6	6	..	1	..	1	24	62
Total	711	292	..	67	83	17	21	..	17	497	1,208
Company-managed Railways.											
Bengal Nagpur	125	42	..	7	14	2	1	..	2	68	193
Bengal and North Western	59	7	..	4	2	..	..	..	..	13	72
Madras and Southern Mahratta	96	27	..	..	6	2	3	..	5	43	139
Rohilkund and Kumaon	10	2	..	3	..	..	..	..	..	5	15
South Indian	73	45	..	1	9	..	1	..	..	56	129
Collieries (B. N. Railway)	..	..	..	..	..	..	..	..	..	..	..
TOTAL	333	123	..	15	31	4	5	..	7	185	548
GRAND TOTAL	1,074	415	..	82	114	21	26	..	24	682	1,756

31st March 1942.

Name of Railway.	Europeans.	Indians. Hindus. Other than Depressed classes.	Indians. Hindus. Depressed classes.	Indians. Muslims.	Indians. Anglo-Indians and Domiciled Europeans.	Indians. Sikhs.	Indians. Indian Christians.	Indians. Parsis.	Indians. Other communities.	Indians. Total.	Total number on the Railway (column 13 plus 22).
1	13	14	15	16	17	18	19	20	21	22	23
State-managed Railways.											
Bengal & Assam	46	77	..	15	17	2	2	2	..	115	161
Bombay, Baroda and Central India	72	47	..	14	6	1	5	14	1	88	160
East Indian	74	103	..	17	33	5	3	3	..	164	238
Great Indian Peninsula	*91	*55	..	15	*21	1	13	7	..	*112	*203
North Western	75	85	..	35	21	16	4	..	..	161	236
Railway Board and miscellaneous offices	35	26	..	5	6	2	1	..	..	40	75
Total	*393	*393	..	101	*104	27	28	26	1	*680	*1,073
Company-managed Railways.											
Bengal Nagpur	83	54	..	18	29	5	1	1	..	108	191
Bengal and North Western	46	13	..	9	4	4	1	..	..	31	77
Madras and Southern Mahratta	60	53	..	8	6	2	7	6	..	82	142
Rohilkund and Kumaon	*8	4	..	2	2	..	..	..	..	8	*16
South Indian	35	59	..	7	7	1	3	..	..	77	112
Collieries (B. N. Railway)	1	3	..	..	..	..	..	..	..	3	4
TOTAL	*233	*186	..	44	48	12	12	7	..	309	*542
GRAND TOTAL	*626	*579	..	145	*152	39	40	33	1	*989	*1,615

31st March 1943.

Name of Railway.	Europeans.	Indians. Hindus. Other than Depressed classes.	Indians. Hindus. Depressed classes.	Indians. Muslims.	Indians. Anglo-Indians and Domiciled Europeans.	Indians. Sikhs.	Indians. Indian Christians.	Indians. Parsis.	Indians. Other communities.	Indians. Total.	Total number on the Railway (column 24 plus 33).
1	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.											
Bengal & Assam	52	73	..	16	24	3	3	2	..	121	173
Bombay, Baroda and Central India	67	51	..	15	9	1	6	13	1	96	163
East Indian	73	102	..	19	33	5	3	3	..	165	238
Great Indian Peninsula	88	61	..	15	21	2	14	8	1	122	210
North Western	69	92	..	41	25	15	4	1	1	179	248
Railway Board and miscellaneous offices	34	29	..	4	7	2	..	..	..	42	76
Total	383	408	..	110	119	28	30	27	3	725	1,108
Company-managed Railways.											
Bengal Nagpur	77	59	..	20	32	4	..	1	..	116	193
Bengal and North Western	37	12	..	11	6	4	1	..	..	34	71
Madras and Southern Mahratta	59	53	..	7	7	2	6	4	..	79	138
Rohilkund and Kumaon	7	4	..	2	2	..	..	..	..	8	15
South Indian	34	64	..	8	7	1	3	..	..	83	117
Collieries (B. N. Railway)	1	3	..	..	..	..	..	..	..	3	4
TOTAL	215	195	..	48	54	11	10	5	..	323	538
GRAND TOTAL	598	603	..	158	173	39	40	32	3	1,048	1,646

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			§1934.	1942.	1943.
Europeans		State-managed Railways	58·86	*36·63	34·57
		Company-managed Railways	66·24	*42·99	39·96
		TOTAL	61·16	*38·76	36·33
Indians	Hindus — Other than Depressed classes.	State-managed Railways	24·16	*36·63	36·82
		Company-managed Railways	22·44	*34·32	36·24
		TOTAL	23·63	*35·85	36·63
	Hindus — Depressed classes	State-managed Railways	..	..	..
		Company-managed Railways	..	..	..
		TOTAL	..	..	..
	Muslims	State-managed Railways	5·55	*9·41	9·93
		Company-managed Railways	2·74	*8·12	8·92
		TOTAL	4·67	*8·98	9·60
	Anglo-Indians and Domiciled Europeans.	State-managed Railways	6·87	*9·69	10·74
		Company-managed Railways	5·66	*8·86	10·04
		TOTAL	6·49	*9·41	10·51
Indians—concld.	Sikhs	State-managed Railways	1·41	*2·52	2·53
		Company-managed Railways	0·73	*2·21	2·05
		TOTAL	1·20	*2·42	2·37
	Indian Christians	State-managed Railways	1·74	*2·61	2·71
		Company-managed Railways	0·91	*2·21	1·86
		TOTAL	1·48	*2·48	2·43
	Parsis	State-managed Railways	†	*2·42	2·43
		Company-managed Railways	†	*1·29	0·93
		TOTAL	†	2·04	1·95
	Other communities	State-managed Railways	1·41	*0·09	0·27
		Company-managed Railways	1·28	..	..
		TOTAL	1·37	0·06	0·18
	TOTAL	State-managed Railways	41·14	*63·37	65·43
		Company-managed Railways	33·76	*57·01	60·04
		TOTAL	38·84	*61·24	63·67

* Revised figures. † Parsis included in "other communities" in 1934. NOTE.—The staff on loan from the Indian Audit and Accounts Service are not included. §Figures for A. B. Ry. which was a company-managed railway in 1934 have been included in B. & A. Ry. for purposes of comparison; similarly those for B.B. & C.I. Ry. have also been shown under State-managed Railways. Percentages have been altered accordingly.

PART II.

Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over if they are on old scales of pay and of subordinates on scales of pay rising to Rs. 200 per mensem and over if they are on new scales of pay (permanent and temporary) employed on Class I Railways (excluding and Bikaner, Jodhpur, Mysore State and H. E. H. the Nizam's State Railways), on the 31st March 1934, 31st March 1942 and 31st March 1943.

Name of Railway.	31st March 1934. Europeans.	Indians. Hindus. Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis. †	Other communities. †	Total.	Total number on the Railway (column 2 plus 11).	31st March 1942.‡ Europeans.	Indians. Hindus. Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 13 plus 22).	31st March 1943. Europeans.	Indians. Hindus. Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 24 plus 33).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																	
Bengal & Assam	80	176	..	13	207	6	4	..	6	412	492	58	290	..	23	185	12	6	..	5	521	579	65	322	1	36	205	8	8	..	10	590	655
Bombay, Baroda and Central India	139	300	..	35	317	4	42	..	119	817	956	109	365	..	43	261	2	38	93	32	834	943	120	378	1	48	241	4	38	95	34	839	959
East Indian	477	458	..	53	921	17	7	..	5	1,461	1,938	202	659	1	85	907	15	8	2	6	1,683	1,885	210	708	2	100	897	15	4	3	7	1,736	1,946
Great Indian Peninsula	252	225	..	35	614	10	100	..	77	1,061	1,313	126	354	2	50	641	12	105	64	33	1,261	1,387	129	361	4	53	664	12	125	87	35	1,341	1,470
North Western	333	337	..	181	352	92	23	..	33	1,018	1,351	199	389	..	265	251	101	21	18	9	1,054	1,253	168	435	..	275	263	99	19	14	8	1,113	1,281
Railway Board and miscellaneous offices	1	134	..	27	24	12	5	..	2	204	205	4	181	1	34	21	14	4	..	..	255	259	5	192	1	43	19	16	6	..	..	277	282
TOTAL	1,282	1,630	..	344	2,435	141	181	..	242	4,973	6,255	698	2,238	4	500	2,266	156	182	177	85	5,608	6,306	697	2,396	9	555	2,289	154	200	199	94	5,896	6,593
Company-managed Railways.																																	
Bengal Nagpur	181	201	..	19	395	16	12	..	6	649	830	44	294	1	32	496	21	19	3	3	869	913	43	335	1	36	489	19	18	3	2	903	946
Bengal and North Western	16	20	..	9	58	1	1	..	..	89	105	18	29	1	9	63	..	..	..	1	103	121	16	34	1	9	62	..	..	..	1	107	123
Madras and Southern Mahratta	68	51	..	..	184	..	4	..	6	245	313	38	76	..	2	137	2	8	5	1	231	269	38	83	..	2	140	1	6	6	1	239	277
Rohilkund and Kumaon	7	2	..	1	10	..	..	..	..	13	20	1	4	..	3	16	..	..	..	..	23	24	1	4	..	2	14	..	..	..	..	20	21
South Indian	39	90	..	6	159	..	10	..	1	266	305	15	95	1	7	115	..	17	..	..	235	250	12	114	..	5	113	..	19	..	..	251	263
Collieries (B. N. Railway)	..	..	..	..	..	..	..	..	..	..	..	..	9	..	..	..	..	..	..	..	9	9	..	11	..	..	..	..	..	..	..	11	11
TOTAL	311	364	..	35	806	17	27	..	13	1,262	1,573	116	507	3	53	827	23	44	8	5	1,470	1,586	110	581	2	54	818	20	43	9	4	1,531	1,641
GRAND TOTAL	1,593	1,994	..	379	3,241	158	208	..	255	6,235	7,828	814	2,745	7	553	3,093	179	226	185	90	7,078	7,892	807	2,977	11	609	3,107	174	243	208	98	7,427	8,234

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

Community		Railways	§1934.	1942.	1943.
Europeans		State-managed Railways	20·50	11·07	10·57
		Company-managed Railways	19·77	7·31	6·70
		TOTAL	20·35	10·31	9·80
Indians — Hindus	Other than Depressed classes.	State-managed Railways	26·06	35·49	36·34
		Company-managed Railways	23·14	31·97	35·41
		TOTAL	25·47	34·78	36·15
	Depressed classes.	State-managed Railways	..	0·06	0·14
		Company-managed Railways	..	0·19	0·12
		Total	..	0·09	0·13
Indians — Muslims		State-managed Railways	5·50	7·93	8·42
		Company-managed Railways	2·22	3·34	3·29
		TOTAL	4·84	7·01	7·40
Indians — Anglo-Indians and Domiciled Europeans.		State-managed Railways	38·93	35·93	34·72
		Company-managed Railways	51·24	52·14	49·85
		TOTAL	41·40	39·19	37·74

Community		Railways	§1934.	1942.	1943.
Indians—concld.	Sikhs	State-managed Railways	2·25	2·47	2·34
		Company-managed Railways	1·08	1·45	1·22
		TOTAL	2·02	2·27	2·11
	Indian Christians	State-managed Railways	2·90	2·89	3·03
		Company-managed Railways	1·72	2·78	2·62
		TOTAL	2·66	2·86	2·95
	Parsis	State-managed Railways	†	2·81	3·02
		Company-managed Railways	†	0·50	0·55
		TOTAL	†	2·35	2·53
	Other communities	State-managed Railways	3·86	1·35	1·42
		Company-managed Railways	0·83	0·32	0·24
		TOTAL	3·26	1·14	1·19
	TOTAL	State-managed Railways	79·50	88·93	89·43
		Company-managed Railways	80·23	92·69	93·30
		TOTAL	79·65	89·69	90·20

*Revised figures. † Parsis included in "other communities" in 1934. ‡ Figures revised due to inclusion of employees on new scales of pay rising to Rs. 200 and over. § Figures for A.B. Ry. which was a Company-managed Ry. in 1934 have been included in B. & A. Ry. for purposes of comparison; similiarly those for B. B. & C. I. Ry. have also been shown under State-managed. Railways Percentages have been altered accordingly

It will be observed that the Indian element in the superior services has risen from 41·14 per cent. on State-managed and 33·76 per cent. on Company-managed Railways in 1934 to 65·43 per cent. on State-managed and 60·04 per cent. on Company-managed Railways in 1943. Among Indians the percentages by communities in the years 1934 and 1943 were as shown below :—

Communities.	State-managed railways. Percentages. 1934.†	State-managed railways. Percentages. 1943.	Company-managed railways. Percentages. 1934.†	Company-managed railways. Percentages. 1943.
Hindus — Other than depressed classes	24·16	**36·82**	22·44	**36·24**
Hindus — Depressed classes	..	..	..	..
Muslims	5·55	**9·93**	2·74	**8·92**
Anglo-Indians and Domiciled Europeans	6·87	**10·74**	5·66	**10·04**
Sikhs	1·41	**2·53**	0·73	**2·05**
Indian Christians	1·74	**2·71**	0·91	**1·86**
Parsis	*	**2·43**	*	**0·93**
Other Communities	1·41	**0·27**	1·28	..

* Parsis were included in " Other communities " in 1934.

†Revised due to the transfer of management of A.B. & B.B. & C.I. Railways to the State.

Turning to the subordinate staff on scales of pay rising to Rs. 250 per mensem and over in the old scales of pay and on Rs. 200 per mensem and over in the new scales of pay, the corresponding figures are as under :—

Communities.	State-managed railways. Percentages. 1934.†	State-managed railways. Percentages. 1943.	Company-managed railways. Percentages. 1934.†	Company-managed railways. Percentages. 1943.
Europeans	20·50	**10·57**	19·77	**6·70**
Indians—				
Hindus — Other than depressed classes	26·06	**36·34**	23·14	**35·41**
Hindus — Depressed classes	..	**0·14**	..	**0·12**
Muslims	5·50	**8·42**	2·22	**3·29**
Anglo-Indians and Domiciled Europeans	38·93	**34·72**	51·24	**49·85**
Sikhs	2·25	**2·34**	1·08	**1·22**
Indian Christians	2·90	**3·03**	1·72	**2·62**
Parsis	*	**3·02**	*	**0·55**
Other Communities	3·86	**1·42**	0·83	**0·24**
Total Indians	79·50	**89·43**	80·23	**93·30**

* Parsis were included in " Other communities " in 1934.

†Revised due to the transfer of management of A.B. & B.B. & C.I. Railways to the State.

69. Representation of minority communities in subordinate railway services.—The figures given in Appendix C. V(*b*), pages 270-271, of Volume II of this report show by communities, the number and percentage of subordinate staff (excluding inferior servants and labourers), recruited to both permanent and temporary posts on State and Company-managed Railways during the

year 1942-43. The following figures show the over-all percentages on State and Company managed Railways during the eight years ending with 1942-43.

	1935-36	1936-37	1937-38	1938-39	1939-40	1940-41	1941-42	1942-43
(i) Combined percentage figures of permanent & temporary recruitment.								
Europeans	0·19	0·2	0·1	0·1	0·2	0·1	0·1	0·1
Hindus	57·09	54·1	55·0	56·0	57·5	56·9	62·1	66·0
Muslims	28·50	31·2	29·9	29·9	29·2	28·8	27·5	24·7
Anglo-Indians and Domiciled Europeans	8·33	8·7	9·2	7·6	7·5	6·9	3·9	3·5
Sikhs	1·70	2·1	2·3	2·2	2·1	2·2	2·2	2·1
Indian Christians	3·49 } 5·51	3·1 } 5·5	2·8 } 5·6	3·4 } 6·1	3·0 } 5·4	4·3 } 7·1	3·5 } 6·2	3·0 } 5·5
Parsis	0·32	0·3	0·5	0·5	0·3	0·6	0·5	0·4
Other communities	0·38	0·3	0·2	0·3	0·2	0·2	0·2	0·2
(ii) Percentage figures of permanent recruitment.								
Europeans	..	0·5	0·4	0·3	0·2	0·1	0·1	0·1
Hindus	..	55·6	56·0	54·4	58·0	58·7	65·0	68·6
Muslims	..	26·4	26·5	27·1	24·8	23·3	21·5	19·3
Anglo-Indians and Domiciled Europeans	..	10·7	10·9	10·3	9·5	9·6	5·7	5·3
Sikhs	..	1·2	1·8	2·2	1·8	1·3	1·2	1·3
Indian Christians	..	4·5 } 6·2	3·6 } 6·0	4·2 } 7·3	4·5 } 7·1	5·6 } 7·9	5·2 } 7·4	4·2 } 6·3
Parsis	..	0·5	0·6	0·9	0·8	1·0	1·0	0·8
Other communities	..	0·6	0·2	0·6	0·4	0·4	0·3	0·4
(iii) Percentage figures of temporary recruitment.								
Europeans	..	..	0·1	..	0·2	0·1	0·1	0·1
Hindus	..	53·0	54·4	56·9	57·0	55·8	60·8	65·4
Muslims	..	34·6	31·8	31·4	31·9	31·9	30·0	26·0
Anglo-Indians and Domiciled Europeans	..	7·4	8·3	6·1	6·3	5·4	3·2	3·0
Sikhs	..	2·8	2·5	2·2	2·4	2·7	2·6	2·2
Indian Christians	..	2·1 } 5·0	2·4 } 5·3	3·0 } 5·5	2·0 } 4·5	3·5 } 6·6	2·8 } 5·7	2·8 } 5·3
Parsis	..	0·1	0·4	0·3	0·1	0·4	0·3	0·3
Other communities	..	..	0·1	0·1	0·1	0·2	0·2	0·2

NOTE.—Separate figures for permanent and temporary recruitment are not available for 1935-36.

From the figures given above, it will be noticed that during the year under review, the Muslim and Anglo-Indian communities did not obtain their quota in the combined figure of permanent and temporary recruitment. The Muslims could not also obtain their full quota of permanent appointments, though they obtained more than the percentage prescribed for them in temporary posts. The reason for their deficiency in the former category was due to the failure of the Bengal & North Western and Bengal Nagpur Railways to recruit Muslims up to their respective quotas. The State-managed Railways were, however, able to recruit Muslims in excess of their reservations, in respect of permanent posts though not in regard to temporary posts. The general shortage in the percentage of recruitment of these minority communities is due to the poor response from members of these communities to advertisements.

It was mentioned in last year's report that orders could not be issued during that year on the recommendations of Mr. Frank D'Souza who was placed on special duty in 1939 to review the working of the Rules and orders relating to the representation of minority communities in the services of State-managed Railways. During the year under review, orders were issued to Railway administrations on the recommendations contained in the report after taking into consideration the views of the Central Advisory Council for Railways.

70. Creation of a Subordinate Service Commission on the North Western Railway.—One of the recommendations of Mr. Frank D'Souza, were to the effect that separate machinery should be set up for the recruitment of Railway subordinates. This recommendation was discussed with the Central Advisory Council for Railways, after which it was decided to establish, as an experimental measure for two years in the first instance, a Commission directly under the Railway Board to deal with the recruitment of subordinates on the North Western Railway. The Commission which consists of a Chairman and two Members is located at Lahore and it commenced functioning with effect from 15th July 1942. The periodical reports received from the Chairman of the Commission show that this machinery is being established on a sound basis. At the end of two years, the position will be reviewed before deciding on future policy in the matter.

71. Anti-corruption organisation.—Special steps were taken during the year for the apprehension and punishment of railway officials guilty of corrupt practices in the discharge of their duties. Special police and railway staff have been employed for this purpose and a number of convictions have been

obtained in the courts while other cases have been put up before the Special Tribunals set up by Government to deal with cases of corruption on Railways and in other Departments.

72. Organised Labour—All-India Railwaymen's Federation.—Two meetings were held between the Railway Board and the All-India Railwaymen's Federation during the year under review—a special meeting on the 13th April 1942 and the 21st half-yearly meeting on the 10th August 1942. The responsibilities of railway workers during war-time were discussed at the former meeting and the Federation offered the whole-hearted co-operation of all railwaymen in maintaining the normal working of the railways. At the latter meeting, (*a*) dearness allowance, (*b*) extension of provident fund benefits, (*c*) staff problems in the present emergency, (*d*) the pay limit to pass rules, (*e*) application of the hours of employment regulations to running staff and (*f*) the grievances of certain categories of staff on the Bengal and Assam, the North Western and the East Indian Railways were discussed.

73. Grain Shops.—In para. 68 of the last year's report it was stated that by the end of 1941-42 scarcity conditions in many parts of the country dictated a wide expansion of the grain shops organisation which had begun to operate on two railways in the middle of 1941. Early in the year under review, detailed instructions were issued to all railway administrations on the general lines on which the organisation should be built up. Difficulties in procurement were considerable and wheat was the only commodity which was, to some extent, controlled. The railways were expected to make whatever purchases they could in the open market failing which they had to approach Provincial Governments for securing the supplies and if this in turn should prove fruitless to approach the Central Government for the allotment of the necessary quantities of grain. In February 1943, the Central Government enunciated the principle that essential personnel had a prior claim in the distribution of available supplies as a corollary to the principle which had already been laid down as to the ultimate responsibility of the Provincial Government for the feeding of the population within the Province including all essential services. During the year under review, there was considerable difficulty in obtaining supplies through Provincial Governments but railways through their own efforts and through some *ad hoc* allotments made by the Central Government were enabled to expand the organisation of grain shops on their systems. At the end of the year there were about 160 grain shops including some mobile vans catering to about 500,000 employees. The commodities dealt with were mainly staple foodgrains although other miscellaneous articles were also put on sale on some railways. Towards the end of the year it was also decided to obtain special allotments of standard cloth for sale to the lower-paid employees of railways.

74. Dearness Allowance.—It was mentioned in last year's report that dearness allowance at certain revised rates was sanctioned with effect from 1st November 1941, the scope of the allowance being also considerably extended. In view of further rise in the cost of living, after consultation with representatives of organised labour as on the previous two occasions, orders were issued in August 1942 further raising, with effect from 15th June 1942, the rates of dearness allowance and again enlarging its scope, thus bringing them up to the following :—

(*i*) Within the municipal limits of a city having a population of not less than 250,000 inhabitants according to the census of 1941.	Rs. 10-8 per mensem to those drawing pay of Rs. 120 per mensem and under.
(*ii*) Within the municipal limits of a town having a population of 50,000 or more but less than 250,000 inhabitants according to the census of 1941, and certain other selected areas.	Rs. 8-12 per mensem to those drawing pay of Rs. 90 per mensem and under.
(*iii*) Other areas	Rs. 7 per mensem to those drawing Rs. 60 per mensem and under.

In view of the further rise in the cost of living the above rates of dearness allowance were again raised with effect from the 1st February 1943, as below :—

(*a*) Within the municipal limits of Bombay, Calcutta and Cawnpore and such of their suburbs as had previously been included in the areas referred to at (*i*) above.	Rs. 16 per mensem to those drawing pay of Rs. 200 per mensem and under.
(*b*) Areas other than those specified in (*a*) above, within the municipal limits of a city having a population of not less than 250,000 inhabitants according to the census of 1941 or an area specially so declared.	Rs. 14 per mensem to those drawing pay of Rs. 175 per mensem and below.
(*c*) Within the municipal limits of a town having a population of 50,000 or more but less than 250,000 inhabitants according to the census of 1941 or an area specially so declared.	Rs. 11 per mensem to those drawing pay of Rs. 120 per mensem and below.
(*d*) Areas not included in (*a*) to (*c*) above . . .	Rs. 8 per mensem to those drawing pay of Rs. 90 per mensem and below.

At the close of the year the scale of allowance stood as indicated above by which time relief in kind to the staff was developing by the organization of cheap grain shops.

75. Railway Military Units (Defence of India) I. E.—During the early part of 1942 when India was threatened with invasion, the question of maintaining railway operation assumed supreme importance. One of the vital factors in this connection was the morale of the staff, and all measures that could be taken to sustain and improve this morale received anxious consideration. In consultation with, and at the suggestion of, the War Department, who were also vitally interested in the maintenance of communications, Government decided that the most effective course was to organise the staff on a military basis. A scheme of Railway (Defence of India) Units was therefore introduced in certain parts of the country.

As the primary aim was to maintain railway services, the liabilities which men undertook on enrolment were limited to the needs of the situation. Enrolment was voluntary and the men were made liable to serve only on the particular railway to which they belonged. They were to continue to perform their normal railway duties and work under the supervision of their own railway officers. They were also given elementary military training. For undertaking these restricted duties and obligations, the staff were given the following benefits in addition to their regular railway emoluments :—

(*i*) in the case of officers up to and including District rank, a military compensatory allowance of $12\frac{1}{2}$ % of pay.

(*ii*) in the case of non-gazetted staff—

(*a*) a military compensatory allowance of 25% of pay ;

(*b*) a ration allowance at scales fixed by the army ;

(*c*) Batta when serving in a field service area.

and (*iii*) military uniforms on a modified scale.

The response to the scheme was satisfactory and it is considered that it has achieved the end in view.

76. Railway Staff and the War.—The growing tempo of the war and its near approach to India brought in their train numerous staff problems. The threat of invasion in the early part of the year focussed attention on methods of keeping staff steady at their posts. Certain concessions like evacuation concessions to induce staff to evacuate their families to safer areas, family allotments to such families, emergency conditions allowances during periods of enemy attack, actual or threatened, were sanctioned as required. Dispersal camps to which essential staff could be evacuated were also organised and reserve stocks of food to be used in emergencies collected. Relief for war injuries was increased beyond that provided under the War Injuries Scheme by making staff eligible for the benefits under the extraordinary pension rules or the Workmen's Compensation Act. The cumulative effect of these and certain other measures like dearness allowance and the Defence of India Scheme resulted in the maintenance of morale among the staff who continued to carry out their duties with devotion and energy. This high morale was particularly in evidence during the internal disturbances in August and September 1942 when in spite of pressure, staff continued to perform their duties both in restoring and maintaining communications, often in positions involving personal danger. For acts of individual bravery one George Medal, three other decorations and 32 commendations were earned by railwaymen. In the same connection, Government agreed to compensate railway servants for loss of their personal property as well as to grant extraordinary pensions to those injured, or to the dependents of those killed, in the disturbances.

Side by side with the problems arising out of these emergent conditions, Railways were also increasing their efforts to meet the growing demands of the war. Munitions production which had been undertaken in railway workshops from an early stage of the war was continued and increased, there being at the end of March 1943 over 20,000 railway servants engaged on munitions and other war work in railway workshops. While, in the earlier part of the year under review, staff, both gazetted and non-gazetted, were being spared for work in other Departments in connection with the war, the increasing traffic on railways in the latter half of the year made it necessary to call a halt to this dissipation of railway technical staff, especially in the case of officers. The scheme for the training of transportation troops put into effect in the previous year remained in operation throughout the year and by the end of March 1943, 21,000 trainees had been handed over to the military authorities at Jullundur. Railways also continued to participate in the scheme for the training of technicians, about 6,000 trainees being under training on railways at any one time.

CHAPTER VIII

AMENITIES FOR PASSENGERS.

77. The approach of war to Indian frontiers intensified the transport problems dealing with the military and civil needs of the country. One result was a severe curtailment of passenger train services referred to previously in para. 30·1. During the period the question of overcrowding in the remaining passenger services mostly occupied the attention of Railway Administrations, and the provision of minor facilities for passengers had perforce to assume secondary importance. The long term policies like the provision of improved types of third class carriages, improvement of waiting rooms, etc., initiated previously were, however, continued.

78. Introduction of new types of third class carriages.—Owing to acute shortage of materials, there was a greatly reduced carriage building programme and only 12 new third class carriages were placed in service, all of which conform to the Board's approved standard.

79. Measures taken to ensure security of women passengers.—The safety of women passengers continued to receive the close attention of Railways. As stock passed through shops the doors of intermediate and third class coaching vehicles were provided with standard type throw-over catches. The frames in the doors of intermediate class ladies' compartments and windows adjacent to the door pillars were also fitted with standard type catches. Third class accommodation for women passengers was provided on some Railways as near as possible to the Guard's van.

80. Booking offices and out agencies.—On the East Indian Railway one booking office in third class passenger shed at Naini station was provided and additions and alterations were made in the Calcutta Bara Bazaar Booking Office. On the North Western Railway two city booking agencies in Karachi were opened and arrangements were also made to open two additional temporary booking agencies in that city in an emergency. On the Great Indian Peninsula Railway two additional booking windows were provided at Nagpur Station.

81. Waiting rooms and waiting halls.—Four new upper class waiting rooms and seven new intermediate and third class waiting rooms and halls were opened at different stations during the year. The latter included one first class waiting room at Multan Cantonment (N. W. R.) converted into an intermediate class waiting room. Besides these, separate accommodation for ladies was also provided at Kalyan (G. I. P. R.) in the existing third class waiting hall. The policy of making the station precincts more comfortable and hygienic for the passengers was continued and supply of additional benches, improvement in water supply, installation of additional taps, provision of sanitary fittings in bath rooms, fitting of wire gauze doors to waiting and refreshment rooms, improvement of latrines, etc., was effected at various stations. Mention may also here be made of the bathing facilities for third class passengers provided at Bhatinda (N. W. R.).

82. Vendors stalls in waiting halls and on platforms.—Thirty-two new stalls were opened at different stations. Moreover, strict watch was continued on the maintenance of good standard of food and service provided by the stalls. They were frequently inspected by officials and disciplinary action taken against vendors whose working was found unsatisfactory. The food stuffs sold were subjected to chemical analyses from time to time to ensure that the food sold was of wholesome quality.

An extension of the facilities in this direction was the opening of *free canteens for troops*. These were installed at several stations by public-spirited bodies or individuals with the co-operation of the railways.

83. Steps taken to make available maximum passenger accommodation in running trains.—The difficulties of the travelling public were constantly before the railway administrations. Some of the measures adopted with a view to minimising the effect of the unavoidable curtailment of passenger train services are mentioned below :—

(*i*) strengthening passenger train rakes up to the maximum hauling capacity of the engine,

(*ii*) withdrawal of dining cars from many passenger trains and prohibition of the carriage of motor cars by passenger trains in order to make room for more passenger coaches,

(*iii*) reservation of separate carriages for Defence Services so as to prevent military passengers crowding in the coaches for public,

(*iv*) rigorous efforts to prevent ticketless travel so as to find accommodation for the legitimate passengers,

(*v*) running of special trains for large military movements so as to cause the least disturbance to ordinary passenger services,

(*vi*) better utilisation of accommodation in trains reserved for ladies, and

(*vii*) extensive propaganda to ' discourage travel ' and ' travel light '.

APPENDIX A

Convention Resolution of 1943

(Passed by the Legislative Assembly on 2nd March 1943)

" That whereas it has been found that the Convention, which was adopted under the Assembly Resolution, dated 20th September, 1924, and which was intended to relieve the General Budget from violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry on a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State, has not achieved these objects, this Assembly recommends to the Governor General in Council, that :

(*i*) for the year 1942-43, a sum of Rs. 2,35,32 thousand shall be paid to general revenues over and above the current and arrear contribution due under the Convention,

(*ii*) from the 1st April, 1943, so much of the Convention as provides for the contribution and allocation of surpluses to general revenues shall cease to be in force,

(*iii*) for the year 1943-44, the surplus on commercial lines shall be utilised to repay any outstanding loan from the depreciation fund and thereafter be divided 25 per cent. to the railway reserve and 75 per cent. to general revenues, the loss, if any, on strategic lines being recovered from General Revenues, and

(*iv*) for subsequent years and until a new convention is adopted by the Assembly, the allocation of the surplus on commercial lines between the railway reserve and general revenues shall be decided each year on consideration of the needs of the railways and general revenues, the loss, if any, on strategic lines being recovered from general revenues."

APPENDIX B

Officers of the Railway Department (Railway Board) and attached Offices on 31st March 1943.

The Hon'ble Sir Edward Benthall, Member of Council of the Governor General.

Railway Board.

Sir Leonard Wilson	Chief Commissioner of Railways.	
Mr. T. S. Sankara Aiyar, C.I.E.	Financial Commissioner of Railways.	
Sir Hugh Raper	Member.	
Col. H. W. Wagstaff, M. C.	Member.	
Mr. D. Colin Campbell	Director, Accounts.	
,, S. E. L. West, O.B.E., V.D.	Director, Traffic.	
,, L. H. Swain	Director, Civil Engineering.	
,, L. N. Flatt	Director, Mechanical Engineering.	
,, I. S. Puri	Director, Finance.	
Khan Bahadur M. D. Sheikh	Director, Establishment.	
Mr. J. D. Michael	Secretary.	
,, R. V. Ramchandani	Deputy Director, Accounts.	
,, W. S. Benton	Officer on Special Duty (A.R.P.).	
,, A. K. Basu	Deputy Director, Traffic (Commercial).	
,, V. Nilakantan	Deputy Director, Establishment.	
,, N. C. Watney	Deputy Director, Mechanical Engineering.	
,, A. R. Soofi	Deputy Director, Finance.	
,, H. M. Jagtiani	Deputy Director, Traffic (War)	Temporary.
,, Thomas Kidd	Deputy Director, Mechanical (Stores)	,,
,, H. F. Simpson	Deputy Director, Traffic (Transportation)	,,
,, B. Arora	Deputy Director, Traffic (General)	,,
,, A. Johnson	Deputy Director, Mechanical (Bolts)	,,
,, Q. F. Rahman	Deputy Director, Civil Engineering, I,	,,
,, L. B. Ramchandani	Assistant Director, Finance,	,,
,, H. W. C. C. Smith	Assistant Secretary.	
,, J. V. Stuart Edwards, M.B.E.	Assistant Director, Engineering,	,,

Attached Offices.

(Central Standards Office.)

Mr. E. Ingoldby, C.I.E.	Chief Controller of Standardisation.
,, H. Wood Robinson	Deputy Chief Controller (Civil).
,, T. G. Creighton	Deputy Chief Controller (Mechanical).
,, P. R. Agarwal	Assistant Chief Controller (Specifications & Records).
,, D. W. Runciman	Assistant Chief Controller (Mechanical).
,, K. P. Chatterjee	Assistant Chief Controller (Civil).
,, W. A. Nightingale	Research Officer.
,, H. Rideau	Dynamometer Car Officer.

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Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Re. 1-10-0 or 2*sh*. 6*d*. Volume II, Rs. 7-8-0 or 11sh. 6d. [1941-42].

(2) Classified List of State Railway Establishment corrected to 31st December 1943.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1939. Published sexennially Price Rs. 4-10- or 7*sh*. 3*d*.

TECHNICAL PAPERS.

(4) Over 310 papers have been published by the Technical Section of the Railway Board's Office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.	*Name.*	*Author.*
No. 72	The design of well foundations for bridges	(Compiled.)
,, 148	Statistics of Railway working expenditure	G. DEUCHARS.
,, 153	River training and control on the guide bank system	F. J. E. SPRING.
,, 215	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
,, 219	Technical education in relation to railways in America	H. L. COLE.
,, 239	The Central Control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
,, 242	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
,, 243	How to judge the prospects of new railways	LT.-COL. L. E. HOPKINS.
,, 244	Sleeper spacing and the effect of the new Permissible Axle-loads . .	A. F. HARVEY.
,, 245	Report of the Indian Railway Bridge Committee on track stresses.	
,, 247	1st and 2nd interim reports of the Indian Railway Bridge Committee on Impact and revision of the Bridge rules.	
,, 249	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
,, 250	Axle-loads, Wheel Diameter and railheads dimensions.	
,, 251	A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)	
	Description of the planning, Progress, Coaling and Engine Repair, Schedule System introduced on the G. I. P. Railway Loco. Shops at Parel .	F. G. S. MARTIN.
,, 256	Notes on the preparation of railway projects	H. L. GLASS.
,, 259	The estimation of Passenger earnings on new projects	A. LINES.
,, 261	Tube wells on the N. W. Railway, 1925-27	J. WARDON.
,, 262	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927	A. I. SLIEGH.
,, 263	Note on composite Index numbers of Indian Railways	W. G. BARNETT.
,, 264	Memorandum on Traffic Surveys	R. N. NICOLLS.
,, 266	Principles of the Absolute Block System, 1929	L. H. KIRKNESS.
,, 267	Flood-Lighting, 1929	H. J. MULLENEUX.
,, 271	Antiseptic treatment of Pinus Longifolia (Chir) for Railway Sleepers .	KAMESAM.
,, 272	The Stereographic Survey of the Shaksgam	MAJOR KENNETH MASON. (Reprint)
,, 273	A Schedule system for the Control of Operations in Workshops, 1929 .	H. H. SAUNDERS.
,, 275	An Enquiry into the Preparation of Periodic Financial Returns on the Railways of Great Britain, Egypt and Palestine, 1929 . . .	MAJOR WAGSTAFF.
,, 276	Investigation into the Strength of Rail Joints	H. HOWE AND L. H. SWAIN.
,, 277	Description of the Cost Accounting Scheme introduced in the Locomotive Workshops at Moghalpura	A. E. HOWELL.
,, 278	Notes on Tube Railway Construction	H. G. SALMOND.
,, 279	Report on Track Practice on American and Canadian Railways . .	A. F. HARVEY.
,, 280	The Installation of a Production system in the Locomotive Workshops at Moghalpura	A. E. HOWELL.

Technical paper.	Name.	Author.
No. 281	The Belt System of Repairs introduced in the Loco. Workshops at Kanchara-para	R. DE VERA IRWIN & J. R. POTTER.
„ 282	Note on " Fridera " a composition for reconditioning abraised spike holes in Railway Sleepers	S. KRISHNA & T. P. GHOSE.
„ 283	Description of a system introduced in the Stores Department of E. I. Railway with appendices	F. G. S. MARTIN AND A. R. A. HARE DUKE.
„ 284	Notes on progressive system of wagon repairs as introduced in N. W. R. Workshops at Moghalpura	B. S. SINDHU.
„ 285	Notes on the methods by which the provisions in the English Railway Act of 1921 were framed both from the points of view of the Railway Coys. and of the compilers of the Act	E. A. SIMS.
„ 286	Stresses in Fishplates for 90 lbs. Rails (with conclusions affecting the design of standard rail and fish plate sections)	A. M. SIMS.
„ 287	Report on Oil Burners and Wicks for Signal Lamps	H. E. COX.
„ 288	G. I. P. Railway Dynamometer Car, Report No. 11, Train Resistance	C. W. CLARKE.
„ 289	The Hump Yard in India	MAJOR H. W. WAGSTAFF
„ 290	The Indian Railway Rates' Structure. The case for its simplification. Its existing shortcomings and suggested principles as a basis for its revision	A. W. BECKETT.
„ 291	Controlled Concrete	A. W. CRIPS VILLIERS.
„ 292	Hints on the Construction of a Railway in the plains with special reference to Bengal	K. B. RAY.
„ 293	Simplified Design of Masonry Arch by Elastic Theory	A. VASUDEVAN
„ 294	Frame Arch Spans for Railway Loadings	H. J. NICHOLAS.
„ 295	The Hallade Track Recorder and Hints on the Maintenance of Curves	REPRINT.
„ 296	Paint Flaking on Railway Carriages	H. M. R. MORSE
„ 297	The Maximum Length of Rails as affected by the range of temperature and the design of Rail-Joints	A. M. SIMS.
„ 298	Cost Accounting in English and Indian Railway Workshops	S. V. IYER.
„ 299	The determination of the permissible speeds on Curves	E. PROCTER
„ 300	Report on investigation into modern methods of introducing Transition Curves economically into existing lines of Railway.	R. H. MARTIN.
„ 301	Note on Reconditioning of Curves	R. STRICK.
„ 302	The Coach Painters Handbook and Guide	T. VILLIERS.
„ 303	Wear of Rails on curves and check rails clearances required on curves of 4° and sharper.	A. M. SIMS.
„ 304	Description of the method of Locomotive Repair as carried out in the Kharg-pur Workshops of the Bengal Nagpur Railway	L.C. BAILEY.
„ 305	Primary Stresses in Railway Tracks	W.E. GELSON.
„ 306	Creosoted Wooden Railway Sleepers (Ties) in India and elsewhere	C.W. SCOTT.
„ 307	Earthquake Reconstruction on Quetta (Railway) Division, 1936—40	R.O.C. THOMSON.
„ 308	Braking Distances of Metre Gauge Trains	E. W. BAKER.
„ 309	The Section and Armour of a Guide Bank for the Training and Control of the Great Alluvial Rivers	K. B. RAY.
„ 310	The Heat Treatment of Steel and Iron with Notes on Cemented Carbide Tools	C. W. CLARKE.

The prices of the papers vary from annas three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Delhi.